

Wisconsin Electric Vehicle Infrastructure Program Round 1.5 RFP Questions and Answers [As of October 15, 2024]

For additional details and information, refer to the Federal Highway Administration's (FHWA) National Vehicle Infrastructure (NEVI) Formula Program Frequently Asked Questions ([FHWA NEVI Q&A](#)), the [NEVI Formula Program Final Rule](#), the [Wisconsin Electric Vehicle Infrastructure \(WEVI\) Program Round 1.5 RFP](#) and [Submission Package](#), and the [2023 WEVI Plan Update](#). Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the State in any way. Questions are presented as submitted to the Wisconsin Department of Transportation (WisDOT). WisDOT continues implementing the NEV) program per emerging state and federal perspectives. As a result, WisDOT reserves the right to modify responses in the future.

A. [Project Budget/Location](#)

1. What is the maximum project funding, maximum equipment funding, and maximum applicant funding?

Answer: There is no maximum grant amount. WisDOT will award funding based on the specific funding requested in Section 8, PROPOSAL BUDGET AND FINANCIAL REQUIREMENTS DOCUMENTATION, beginning on page 21 of the [WEVI Round 1.5 RFP Submission Package](#). Each site can only be awarded up to 80% of eligible expenses.

2. How much WEVI funding is available?

Answer: WisDOT will receive approximately \$78 million in NEVI formula funds over five years beginning in federal fiscal year 2023. Currently, \$61,901,479 in NEVI formula funds has been apportioned to the state. WisDOT awarded over \$23.3 million in federal funds under the WEVI Round 1 RFP.

3. Will WisDOT cap or limit the number of allocation awards a single applicant can receive?

Answer: No. A proposal can apply for as many site locations as they want. If, through the proposal evaluation process, it is determined that a site proposer has strong proposals in multiple locations, then that proposer may be selected to receive a grant. WisDOT does not have any cap in terms of how many project sites a grantee may be awarded.

4. Will we be able to avail other federal and state level rebates in addition to the 80% WEVI contribution in the long run?

Answer: WEVI proposers may apply for other federal funding so long as the total federal cost share does not exceed 80%. For instance, if a project meets all the requirements of the IRS Tax Credit, it is eligible to apply for and receive federal tax credits. Any federal tax credit applied to a NEVI project must be stacked alongside any other federal funding, including NEVI funds, and cannot exceed 80% of the overall federal share of project funding. If a NEVI funded project receives 80% of the total eligible project costs as an award through the WEVI program and receives \$30,000 in federal tax credits, the \$30,000 in federal tax credits must be subtracted from the overall NEVI federal funding total as the project cannot at any time exceed 80% federal cost-share from all federal sources



applied to the project. All awarded parties must also provide a minimum of 20% non-federal cost share of the total eligible project expenses in all projects.

5. “Public outreach and education” is listed as an eligible expense - what category should this go in for the Proposal Budget of the Submission Package?

Answer: Public outreach and education is an eligible expense only in cases directly related to the EV charging station and the charging of an electric vehicle. General marketing outreach and education are not an eligible expense. Proposers may incorporate proposed outreach and education costs in the “Public Outreach” line item in the budget table on page 21. The applicant should also further narrativize and explain the proposed engagement in the “Justice40 and Community Engagement” section of the proposal package.

6. I believe some other states are allowing NEVI charging on publicly owned sites - is this a potential in the future?

Answer: Since the program encourages private investment, EV charging stations using NEVI funds will not be built on publicly owned or managed properties. EV charging stations will be privately sited and privately owned, operated, and maintained. Governmental entities are not eligible to own or lease EV charging stations or be site hosts for a private company under the WEVI Round 1.5 RFP. Charging stations will not be located on WisDOT property, including highway rest stops, for various reasons, including restrictions on business use at these sites.

7. What is a priority site location? Page 7 of the RFP - location priorities state “priority site locations” but that’s not clear in their map.

Answer: Priority site locations are the individual colored pins shown in Figure 5-1: Wisconsin EV Charging Station Gaps and Priority Locations on page eight of the [WEVI Round 1.5 RFP](#). On pages nine and ten, there is a complete table breakdown of each of the exits or intersections considered a priority site location with their corresponding evaluation zone and the corridor under which they will be evaluated.

8. Will there be slight considerations to the one-mile rule?

Answer: WisDOT intends to award grants to proposers who make clear in their proposal that the site is within one mile of an interstate exit or highway intersection along an established alternative fuel corridor.

9. Are the current fossil fueling stations the preferred locations for EVs?

Answer: WEVI does not have a preferred type of site location. In designing the WEVI scoring criteria used to select electric vehicle charging sites, WisDOT attempted to ensure that the scoring criteria did not favor one type of specific business venue over another.

**10. For a site specific location, can you submit a proposal for multiple chargers for the one location?
Clarification: Multiple ev chargers per location.**



Answer: Proposers must apply for at least four 150kW ports per site and can propose more EV charging stations/ports per site than the minimum four required by NEVI. WisDOT’s application packet provides a location on Section 4, TECHNICAL COMPLIANCE INFORMATION ([WEVI Round 1.5 RFP Submission Package](#), Page 12), to detail this information, as well as a budget narrative allowing proposers to share the \$/port proposed so each proposal can be evaluated consistently given the possibility of variable numbers of ports being proposed.

11. If chargers are placed every 50 miles, is it a definitive requirement to submit other chargers every 50 miles within the AFC/coverage gap?

Answer: There is no definitive requirement to submit other chargers every 50 miles within a designated Alternative Fuel Corridor and/or coverage gap. However, applicants should be aware that with a significant goal of the program being to build out the designated EV Alternate Fuel Corridor System fully, it is likely that only one location will be selected in each identified evaluation zone. With this being the case, WisDOT has the discretion to choose multiple locations within a single evaluation zone and has not ruled out this possibility.

12. Might WisDOT select multiple sites in any particular gap?

Answer: Selecting multiple applications in a given evaluation zone will depend on the quality and the quantity of the applications received. It is possible that more than one site in a given evaluation zone could be awarded a grant.

13. Is the price scoring based on total eligible project costs, or total grant ask?

Answer: Scoring is based on a project’s requested federal cost and the recipient’s cost-share percentage. When evaluating applications based on their cost, the critical factors for consideration will be the project’s requested federal share, the cost per port at the proposed site location, and the degree to which the proposer can contribute more than the required 20% match for the project. Further details on how cost proposals will be scored can be found on pages 16-19 in the WEVI Round 1.5 RFP.

14. Should the time from engineering staff to complete NEPA compliance field work or documentation be included in the project budget?

Answer: No, applicants are not expected to detail the time associated with completing NEPA compliance field work in the project budget.

B. [RFP Evaluation Process & Reimbursement](#)

- 1. Penalty for Withdrawal: Page 3 of the application requires an applicant’s signature affirming the business agrees to “enter into a grant award agreement” if selected. However, grant funding under the program is not assured. A business may wish to submit multiple applications in hopes of**



increasing its odds to receive a grant, even if the applicant only has available funding to install EV charging stations at one location. This requirement would appear to preclude this from occurring. In addition, circumstances could change for a business (loss of available funding, market-driven changes, etc.), and it may wish to withdraw its application.

a. If a business is selected for a grant but declines to move forward, what (if any) penalty will the business face?

b. What is the last date a business can withdraw its application without penalty?

Answer: There is no formal penalty for withdrawal. WisDOT's goal is to solicit competitive projects that, if awarded, will all be able to move forward. WisDOT recommends submitting competitive projects that will be able to proceed if granted.

2. Can the state provide the evaluation and scoring criteria that will be used for this RFP?

Answer: Evaluation and scoring criteria can be found in the [WEVI Round 1.5 RFP](#) document in Section 11, PROPOSAL REVIEW AND EVALUATION PROCESS, beginning on page 16.

3. Proposed Project Compliance Information: Within 1 mile of AFC (Y/N): how will sites that do not meet this criterion be ranked? Particularly interested in areas where there are no other site hosts that are proposed and/or to meet a 50-mile gap requirement and the 1-mile distance from an AFC?

Answer: The [NEVI Formula Program Final Rule](#) requires EV charging facilities to be built within one mile of the designated Alternative Fuel Corridor and no more than 50 miles apart along the entire length of a designated Alternative Fuel Corridor. Proposed sites that are greater than one mile from a designated Alternate Fuel Corridor are ineligible and will not be ranked.

4. The minimum requirement is four ports at continuous charging at 150 kilowatts, as you mentioned. Is there a bonus point for additional ports and parking spaces available for EV charging stations at each site if it allows for it?

Answer: The [WEVI Round 1.5 RFP](#) allows WisDOT to determine funding based on additional considerations (See Section 11.3, STEP 3: ADDITIONAL CONSIDERATIONS). These additional considerations include proposing additional charging ports, charging capability, and the parking infrastructure for those ports, which in turn can strengthen a proposal.

5. Will there be allowable cost increases if the utility cannot meet the proposed estimate?

Answer: The figure that is included in the cost proposal should be considered the guaranteed maximum price requested by the applicant for the project. Given that the cost provided by the utility is an estimate and is not binding, applicants should take this into account when crafting their cost proposals.

6. Detailed Budget Information: What does "non-binding quote" mean? How will cost increases, if necessary, be handled?



Answer: Proposers should detail the guaranteed maximum price of their cost proposals, including binding and non-binding quotes. Cost increases will not be granted after the award process, as cost will be a key component of consideration as detailed in the scoring matrix on page 18 of the [RFP](#).

- 7. With most of the gear being a year or more for delivery from date of order while the charging equipment is maybe 6 months, are there provisions for partial payments from funding to pay contractors and suppliers?**

Answer: WisDOT intends to accept invoices for payments after completion of each project phase, however, during the operations and maintenance phase, WisDOT will accept invoices on a regular schedule. Section 13.6, REIMBURSEMENT PROCESS, of the WEVI Round 1.5 RFP states that reimbursement requests may be submitted no more than every 90 days and no less than every six months. Grant awardees must submit proof of payment to suppliers and vendors and remain compliant with all aspects of 23 CFR 680 throughout the project's life to be eligible for reimbursement.

- 8. How will the timeframe for procurement be factored into the final decision?**

Answer: WisDOT's RFP does not have a formal scored criteria for schedule and will not seek to penalize proposers based on utility schedules that are outside the control of the proposer.

- 9. How much of a consideration will the proposed cost per kWh be versus the total WEVI-funded cost be?**

Answer: To understand how the cost will be assessed during the evaluation process, please refer to pages 16-19 of the [WEVI Round 1.5 RFP](#) document. When evaluating applications based on their cost, the critical factors for consideration will be the project's federal share requested, the cost per port at the proposed site location, and the degree to which the proposer can contribute more than the required 20% match for the project.

C. [Operations and Maintenance](#)

- 1. I did not see any requirements in the RFP about charging pricing requirements, such as a maximum \$/kwh rate.**

Answer: The [NEVI Formula Program Final Rule](#) (23 CFR Part 680) requires:

- The charging price must be displayed before initiating a charging transaction and be based on the price for electricity to charge in \$/kWh.
- The price for charging displayed and communicated via the charging network must be the real-time price (i.e., the price at that moment in time). The price at the start of the session cannot change during the session.
- Price structure, including any other fees and the electricity charge price, must be clearly displayed and explained.



The NEVI Formula Program Final Rule requirements apply to the WEVI RFP.

2. How does the DOT plan to address price gouging? Are there contract provisions that would provide a remedy to that situation?

Answer: The private owner/operator of the charging station will set the price for use. WisDOT expects the price to be set at a fair and competitive market rate. There are requirements in the NEVI Program that provide WisDOT the opportunity to, if necessary, engage a site host on matters like price gouging or exorbitant costs being passed on to an EV driver. The [NEVI Formula Program Final Rule](#) (20 CFR § 680.106 (m) "Use of Program Income" states that proposers may use revenue generated from the operation of charging stations for debt service, a reasonable return on investment, and costs for operation, maintenance, and site improvement. Proposers must include sufficient information in their operations and maintenance plan for WisDOT to evaluate and confirm that revenue will be used according to the NEVI Final Rule.

3. Will infrastructure for all weight classes be allowed?

Answer: WisDOT will accept proposals for EV charging stations for all vehicle weight classes as long as EV charging stations are fully accessible to the public, including light-duty passenger vehicles (i.e., WisDOT will not consider heavy-duty only EV charging station designs in this first round).

4. On-site security personal - Does this also include onsite staff 24/7/365?

Answer: As part of the [WEVI Round 1.5 RFP Submission Package](#), proposers are asked to detail their plans for physical safety for the site and the project. This could include on-site staff being present and available 24 hours per day, seven days per week, throughout the year. WisDOT may determine funding based on additional considerations, including 24/7 customer service/staff availability.

5. Requirement for 97% uptime over five years: What are the repercussions if this requirement is not met?

Answer: Final grant agreement terms and conditions will provide exact details. Generally speaking, WisDOT's goal is to provide clear expectations of performance requirements, a mutual agreement process mechanism to resolve all non-performance issues, and a set of remedies and penalties should the department and the contracted awardee not be able to come to a mutually agreeable resolution on any issues of non-performance.

6. Any certification required UL, energy start certification etc. what codes are required?

Answer: All Proposals must comply with the NEVI Formula Program requirements as provided in the NEVI Formula Program Final Rule (23 CFR Part 680). Section 6, NEVI PROGRAM FEDERAL REQUIREMENTS of the [WEVI Round 1.5 RFP](#) lists the requirements that must be followed to ensure compliance with the Final Rule. [23 CFR 680.106\(g\)](#) lists the equipment certification requirements for all NEVI funded projects.



7. The cost sections of the application required O&M cost to be reflected on a per year basis for years 1-5. The true costs of O&M over these years is not yet known and depends on the site (e.g. equipment, quality of install, weather, many other things). Should each application include the estimated O&M costs for each year in order for the applicant to get cost share on these with WI NEVI funds? Or, is there an ability to get cost share on actual incurred costs (at some match % that the applicant agrees to per their overall % cost share) up to a certain amount beyond what is included in this table (pasted below 8. Proposal Budget & Financial Requirements Documentation). We have two types of O&M Service Level Agreements that applicants could use from us and we are looking to confirm which is best for them to use in their applications.

Answer: Each application should include the estimated 5-year O&M costs per year. The cost for Operations and Maintenance included in the proposal budget should be considered the guaranteed maximum cost for the life of the project. Any incurred costs beyond what is included in the proposal budget will be the responsibility of the site host.

D. Eligible Project Costs

1. Will WisDOT accept land lease agreements between site owner and 3rd party (for example, an EV solutions company) and are lease payments to site owner reimbursable?

Answer: WisDOT has stated that ineligible costs include: “Expenses associated with the purchase or rental of real estate” ([WEVI Round 1.5 RFP](#), Section 4.4, INELIGIBLE COSTS AND COST-SHARING, page 7). Therefore, WisDOT will not reimburse proposers for real estate lease agreements. However, WisDOT’s RFP states that eligible costs include: “Charging equipment lease fees (if the proposer chooses the lease option for equipment rather than the purchase option). The lease costs are only eligible if paid through a fixed contract” ([WEVI Round 1.5 RFP](#), Section 4.3 ELIGIBLE COSTS AND COST-SHARING, pages 6-7).

2. Is land acquisition (lease payments for parking stalls) an eligible expense?

Answer: See answer to question D 1 above.

3. Our place of business installed an EV charging station in 2023. Can we submit an RFP to recover costs incurred in 2023 for this installation?

Answer: No. Awardees may only be reimbursed on eligible project costs occurring during the formal project period and after formal WisDOT notices (Notice to Proceed 1, Notice to Proceed 2, and Notice of Award) are issued.

4. Are any categories of costs to prepare the proposal reimbursable if they are completed prior to application? For example, environmental review, site design, etc.



Answer: Grantees may only be reimbursed on eligible project costs occurring during the formal project period and after formal WisDOT notices (NTP 1, NTP 2, and NoA) are issued. Pre-construction after award (site design, environmental, and installation permitting) costs are eligible for reimbursement if the costs are directly related to vehicle charging and only to support EV charging infrastructure that is open to the public.

5. Most sites would require a transformer. Will this be reimbursed?

Answer: Yes. Costs to acquire and install on-site electric service equipment (e.g., power meter, transformer, switch gear) are eligible.

6. Could the addition of a new transformer fall into the category of 'major utility upgrade' and hence not qualify as a reimburse item?

Answer: [FHWA FAQ, Question 4.4](#) states:

“Costs to acquire and install on-site electric service equipment (e.g., power meter, transformer, switch gear) are eligible. Costs for minor grid upgrades are also eligible, provided the work is necessitated solely by the construction or upgrading of the EV charging station and participation in the upgrade does not exceed the allocable cost of the minimum upgrades needed to match the planned power requirements of the EV charging station. A minor grid upgrade is defined as the work necessary to connect a charging station to the electric grid distribution network; for example, extending power lines or upgrading existing power lines several miles. Finally, major grid upgrades, such as longer line extensions or upgrades, improvements to offsite power generation, bulk power transmission, or substations are ineligible.”

7. Can WEVI change the rules to make batteries an eligible expense?

Answer: WisDOT does not intend to make batteries an eligible expense. Any amendments to the RFP will be posted on WisDOT’s [Electrification of Wisconsin webpage](#).

8. We wanted to check if we plan to install additional DC fast charger ports (beyond the minimum required four) at the proposed location: Will the cost of these additional chargers qualify as eligible expenses for federal funding reimbursement under the project? Can the cost of the additional DC ports be included under the cost proposal/budget.

Answer: Installation of additional NEVI-compliant charging ports beyond the minimum required four is allowable and eligible for reimbursement. Section 4: PROJECT TECHNICAL COMPLIANCE INFORMATION of the [WEVI Round 1.5 RFP Submission Package](#) requires proposers to identify the number of ports proposed. Section 8: PROPOSAL BUDGET AND FINANCIAL REQUIREMENTS DOCUMENTATION of the WEVI Round 1.5 RFP Submission Package requires calculating the total cost per port proposed.

9. Is sales tax an eligible cost?



Answer: Yes. See Section IV. A., page 20 of the [NEVI Formula Program Guidance](#), “Acquisition and Installation.” Also refer to [FHWA NEVI Q&A](#), page 6, “All construction costs for NEVI Formula Program projects, as defined under 23 U.S.C. 101(a)(4), are eligible so long as they are directly related to the charging of an electric vehicle (EV). These costs must be allowable, allocable, and reasonable under 2 CFR part 200.” See also [2 CFR Part 200, Section 200.1](#), Definitions, Acquisition cost, “Ancillary charges, such as taxes, duty, protective in transit insurance, freight, and installation may be included in or excluded from the acquisition cost in accordance with the non-Federal entity's regular accounting practices.”

E. [Amenities](#)

1. Is 24/7 access to restrooms a requirement?

Answer: 24/7 restroom access is not a requirement. However, per Section 11.2, SCORED COMPONENTS, on page 18 of the [WEVI Round 1.5 RFP](#), the availability of 24/7 restroom access will impact the scoring of a proposal.

2. How are points allocated to amenities within the Priority Amenities section of the scoring rubric?

Answer: A proposed site possessing any of the four scoring criteria associated with PRIORITY AMENITIES listed in Table 11-1: SCORED COMPONENTS on page 18 of the [WEVI Round 1.5 RFP](#) will receive 5 points for each criterion met. A proposed site that has plans for developing any one of the listed criteria will receive 2 points for each one in development.

F. [Application Process](#)

1. Does the submission need to use the forms provided in the submission package?

Answer: Yes. For submission instructions, please refer to page 4 of the [WEVI Round 1.5 RFP Submission Package](#).

2. Can you please provide clarity on the character count: Should this be word count?

Answer: Character count is the correct terminology. It is the number of characters that you have typed into a text box. This includes letters, numbers, spaces, and punctuation.

3. Can we modify any forms to fit our response to the required questions?

Answer: No. Applicants should use the forms provided without modification. If more space is needed, or any additional supporting files or other documents are included in your submission, please append them. Remember, all proposal materials and attachments are limited to 10MB in total submission package file size.



4. Regarding Section 7, Site Plan and Design Information, are there page size limitations?

Answer: No, there are no page size limitations. However, please ensure that all proposal materials and attachments are limited to 10MB in total submission package file size.

5. While utilities and governments are ineligible applicants, can they be site hosts for a private company who applies at this?

Answer: They would not be able to do so at this time. Since the program encourages private investment, EV charging stations using NEVI funds will not be built on publicly owned or managed properties. EV charging stations will be privately sited and privately owned, operated, and maintained. Governmental entities are not eligible to own or lease EV charging stations or be site hosts for a private company under the WEVI Round 1.5 RFP. Charging stations will not be located on WisDOT property, including highway rest stops, for various reasons, including restrictions on business use at these sites.

6. Is there any requirement for a form of security/bond. Can WisDOT confirm that this is not a requirement?

Answer: WisDOT is not requiring bonding for proposals awarded under the WEVI Round 1.5 RFP. However, bonding is an eligible expense for reimbursement under the NEVI program, so proposers may include costs for performance and payment bonds as part of their proposed project costs.

7. Is supporting documentation needed for any of the Yes/No answers? Examples: “Will the construction on the proposed site negatively impact wetlands or endangered species?” – Can we simply answer “No”, or is supporting documentation needed? Such as a National Wetland Inventory Map and endangered species documents from US Fish & Wildlife? -Similarly, another question asks, “Is the proposed site is located in federally designated flood plain?” If the applicable answer is “No”, do we need to provide the FEMA map for the area as supporting documentation?

Answer: The questions regarding the impact on wetlands and endangered species and the question regarding a federally designated flood plain do not require supporting documentation. Proposers may include supporting documentation but should be aware that any additional information counts toward the 10MB total file size limitation. WisDOT may review additional documentation at its discretion.

8. Environmental Readiness Questionnaire:

- **Hazardous materials: Are proposers expected to conduct a Phase 1 or some level of background environmental assessment to be able to make this statement? Please clarify what is expected to be conducted to answer yes/no to this question.**
- **Wetlands/Endangered species: Please clarify what is expected to be conducted to answer yes/no to this question.**
- **Permits/approvals required question: Understanding that USDOT has adopted a Department of Energy Electric Vehicle Charging Station Categorical Exclusion (CE), what is expected/required by the proposer to document the environmental coordination, and is this expected to be included in the proposal or completed after selection?**



Answer: Proposers should check any known proposed project site environmental impact information regarding hazardous materials and wetlands/endangered species. Proposers must demonstrate that the proposed site meets the requirements of the [NEVI Formula Program Final Rule](#), such as the National Environmental Policy Act (NEPA). Under Section 3.4 of the [WEVI Round 1.5 RFP](#), PROJECT PHASES AND PERIOD OF PERFORMANCE, following the execution of a grant agreement with WisDOT, the awardee, will coordinate with WisDOT to complete the required National Environmental Policy Act (NEPA) process. Conditional grant awardees will be required to provide WisDOT with any necessary information needed to facilitate WisDOT's completion of the required NEPA environmental clearance process. Most EV charging stations will be eligible for a "categorical exclusion" (CE) under NEPA.

9. Who can act as the proposer's Authorizing Agent? Besides the site host, could this include EV equipment manufacturers? If allowed, is there a certain percentage of the total project cost that needs to be delivered by the Authoring Agent – like definition of a Prime contractor for a WisDOT let project?

Answer: [WisDOT's Round 1.5 RFP](#), Section 4.1, ELIGIBLE PROPOSERS, describes eligible proposers as any private business, including corporations, partnerships, companies, or nonprofit organizations authorized to do business in Wisconsin, as well as Tribal organizations (as defined in Title 25 US Code Section 5304 (I)). Any of these parties may be the lead applicant of a proposal, provided the company's legal "Authorizing Agent" signs the proposal. Primary proposers may be property owners, site hosts, EV charging companies, or other entities meeting the definitions in RFP Section 4.1. There is no minimum percentage of the project the primary proposer must be required to have. However, the primary proposer is expected to propose a budget and team capable of performing the work and, if awarded, will be the entity legally held responsible and liable for all work and compliance requirements.

10. Will local municipalities and/or Tribal nations be allowed to act as an Authorizing Agent?

Answer: Authorizing agent describes the legal authority/business representative authorized to enter contractual relationships on behalf of the primary proposer. Per the WEVI Round 1.5 RFP, Section 4.1, ELIGIBLE PROPOSERS, primary proposers may only be private businesses or federally recognized Tribal organizations.

11. Can WisDOT clarify if there is a difference between an Applicant's Authorized 'Representative' or Authorized 'Agent'? They are used interchangeably in the RFP and Submission Packet.

Answer: An authorized agent or representative describes the legal authority/business representative authorized to enter contractual relationships on behalf of the primary proposer. The terms 'representative' and 'agent' are used interchangeably but reference the same role.

12. Do we need to list an individual's name for the "Local Jurisdiction" on the project team?

Answer: No. Please provide the name of the local jurisdiction that has authority over zoning, permitting, and code inspection for your specific site.



13. Would a two-step RFP process to narrow down the number of sites being considered be an option in Wisconsin? Michigan started with a SOQ to establish a short list, for example.

Answer: The RFP process as detailed within the WEVI Round 1.5 RFP document is final.

14. Are plans submitted with the proposals expected to be construction-ready level, or conceptual?

Answer: The WEVI Round 1.5 RFP does not require a full design plan be part of the submission package. Following the execution of a grant agreement, WisDOT will issue a notice to proceed (NTP 1) to a selected proposer commencing the pre-construction and design review phase. Selected proposers must then provide WisDOT with a final site design plan for review, compliance confirmation, and approval. Section 7 of the [WEVI Round 1.5 RFP Submission Package](#), SITE PLAN AND DESIGN INFORMATION, provides the minimum details which must be illustrated in the application submission.

15. If an entity wants to submit for multiple charging stations, is that one application portal per charger or one application per entity?

Answer: Section 1.5, PROPOSAL PACKAGE CONTENTS, of the [WEVI Round 1.5 Submission Package](#) states that proposers must submit a full, complete, and unique proposal package for each unique proposed project site. For example, if you plan on applying for ten site locations, you will have to complete an individual submission package for each site location.

16. Can we submit a proposal if we only have an accepted offer on the proposed site? The Closing date for the location might elapse before the deadline.

Answer: The WEVI Round 1.5 RFP contemplates using site host agreements with existing property owners or applications submitted by existing property owners to expedite project delivery and minimize environmental impact. WisDOT encourages proposers to submit the details of a project based on the best available information at the time of submittal. However, if a proposal has any material changes, WisDOT reserves the right to decline awarding funds based on those material changes.

17. Can a Host/applicant change the EVSE manufacturer that is listed on the initial application after the application has been submitted and/or after a potential award is approved and/or granted?

Answer: Yes. Site applicants will need to affirm that the selected charging hardware meets NEVI requirements as detailed in the [NEVI Formula Program Final Rule](#). However, cost increases will not be granted after the award process, as cost will be a key component of consideration as detailed in the scoring matrix in the WEVI Round 1.5 RFP.

18. If the proposer already has existing supply agreements with contract rates, does WisDOT require us to provide quotes for equipment, utility upgrades, construction and installation, and O&M as part of our detailed budget proposal?

Answer: WisDOT encourages proposers to provide as much detail as possible in Section 8: PROPOSED BUDGET AND FINANCIAL REQUIREMENTS DOCUMENTATION of the WEVI Round 1.5 RFP Submission



Package. The WEVI Program is a competitive reimbursement grant program. WisDOT requires proposers to submit information to support the budget numbers they provide. Remember, all reimbursement requests are subject to federal compliance requirements and laws outlined in the NEVI Formula Program Final Rule (§ 680.118). Proposers must ensure that cost quotes and other documentation supplied with their proposal include compliant prevailing wages.

19. Is there any specific financial documentation that WisDOT is requesting in the Proposal Budget and Financial Requirements Documentation?

Answer: There is no specific financial documentation required. However, proposers may supply any financial documentation or materials they deem relevant and responsive to the RFP.

20. In the Submission Package, in the References section at the top of the page, there is a reference to "the candidate." Is that referring to a.) a team member in the section above (Work, Skills, or Project Experience), or b.) the business filling out the application?

Answer: WisDOT considers the experience and qualifications of the project team members when determining whether a proposer qualifies for a grant award. Section 10: PROJECT TEAM QUALIFICATIONS of the WEVI Round 1.5 RFP Submission Package provides the option to include references from those who can attest to a proposal team or its individual member's ability to perform the services contemplated by the WEVI Round 1.5 RFP. A "candidate" may include the proposal team, the site host, a contractor, an electric vehicle supply equipment (EVSE) company, an EVIPT-certified electrical contractor, or other key personnel that will be involved in the design, construction, or operations and maintenance aspects of a project(s).

21. Within the application there is a "References" section. Can WisDOT please clarify what type of references they are looking for? Customers, vendors, etc.?

Answer: Section 10: PROJECT TEAM QUALIFICATIONS of the WEVI Round 1.5 RFP Submission Package provides the option to include references from those who can attest to a proposal team or its individual member's ability to perform the services contemplated by the WEVI Round 1.5 RFP. This may include customers and vendors.

G. Utility Coordination

1. Can you please clarify and define on what is meant by "primary or secondary" on the Distribution Service Requirements?

Answer: Distribution lines on the high voltage side of the distribution transformer are called primary distribution lines or primaries. Those on the low-voltage side of the distribution transformer are called secondary distribution lines or secondaries. Contact the local servicing utility for further information.

2. Will there be allowable cost increases if the utility cannot meet the proposed estimate?

Answer: The figure that is included in the cost proposal should be considered the guaranteed maximum price requested by the proposer of the project. Given that the cost provided by the utility is



an estimate and is not binding, proposers should take this into account when crafting their cost proposals.

3. Does “additional engineering and construction costs and schedule” include contracted engineering costs for the proposer to coordinate with the utility?

Answer: Additional costs include any features that would be more site specific and require any out of the ordinary utility-related costs. This could potentially be N/A.

4. Do we need to connect to the respective utilities and make that correspondence part of the application? If yes, is there a format available for that?

Answer: Proposers must complete and submit the Utility Coordination Form in the WEVI Round 1.5 RFP Submission Package. Proposers must identify their proposed project’s electric distribution utility, contact the designated electric utility, gather the required information, and submit it to WisDOT with each separate proposal. To identify the site-specific utility service provider for the proposed location, please refer to the [Interactive Service Area Map](#) developed by the Wisconsin Public Service Commission.

H. [Charging Hardware](#)

- 1. Preferred vendor: Some businesses may have an existing relationship with EV charging vendors in other states and may wish to continue using this vendor (such as ChargePoint). Nothing in the RFP or application appears to preclude a business from working with its preferred vendor.**
- a. Are there any EV charging vendors that a business is disallowed utilizing?**
 - b. Does DOT maintain a list of preferred or acceptable EV charging vendors?**

Answer: WEVI does not restrict the choice of EV charging vendors. WisDOT does not maintain a list of preferred or acceptable EV charging vendors.

2. Is it a requirement that the hardware be on the Vetted Product List (VPL)?

Answer: It is not a requirement that the selected hardware is on ERPI’s Vetted Product List (VPL). However, to be considered, site applicants will need to affirm that the selected charging hardware meets NEVI requirements as detailed in the [NEVI Formula Program Final Rule](#).

3. Do the chargers need to have both NACS and CCS ports?

Answer: The requirements of [23 CFR 680](#) must be met, including that at least Direct Current Fast Charger (DCFC) charging ports have at least one permanently attached Combined Charging System (CCS) Type 1 connector and can charge a CCS-compliant vehicle. WisDOT has made NACS connectors a scoreable component for WEVI Round 1.5, so inclusion of NACS connectors will strengthen a submitted proposal during the evaluation process but is not required.



4. With the recent widespread adoption by Auto Manufacturers of the NACS plug, will the WEVI program be ensuring that NACS is the primary charging standard for the program?

Answer: WisDOT will follow current federal requirements to include CCS connectors and has made NACS connectors a scoreable component for WEVI Round 1.5. See Question 3 above for further details.

5. Does the hardware selected need to be compliant with WEVI at the time of the RFP or at the time of installation?

Answer: Hardware must be compliant at the time of the RFP submission. For WisDOT to consider any proposal under WEVI, each proposal must pass the initial compliance check requiring that all hardware meet the minimum requirements outlined in [23 CFR 680](#). However, it is recommended that proposers ensure the hardware they will be utilizing for their charging station location is on EPRI's Vetted Product List.

6. I would like to understand if we can specify another HW vendor that is both NEVI compliant and meets the BA criteria. In addition, this product and OEM has been specified and approved by other states for use at NEVI sites. The EPRI vetted product list in the RFP is very limiting and does not include several vendors that have NEVI compliant products available at this time.

Answer: Hardware must be NEVI compliant but is not limited to the EPRI-vetted product list. WisDOT is seeking to confirm NEVI ([23 CFR 680](#)) hardware compliance in proposal review, and the EPRI-vetted product list is one source of confirmation the department will use, among others, to confirm compliance. Proposers with compliant hardware not on the EPRI list are encouraged to provide additional information with their proposal demonstrating proof of the equipment's compliance with the NEVI rules ([23 CFR 680](#)).

I. [Other](#)

1. Will WisDOT be establishing a way for businesses who are interested in teaming on WEVI projects to find each other, as some other states have done?

Answer: WisDOT does not currently offer a means for prospective private/owner proposers who wish to explore potential partnerships or teaming arrangements.

2. Could WisDOT consider setting up an information sharing hub/website for potential site hosts, EVSE vendors, and other interested parties to find each other, similar to those set up in Kansas, Minnesota and Iowa?

Answer: WisDOT does not currently offer a mechanism for private/owner proposers who wish to explore potential partnerships or teaming arrangements.

3. Do you have a list of vendors or electricians already active working in WI?

Answer: WisDOT does not maintain a list of vendors or electricians working in Wisconsin.



4. Will the list of all the proposers be made available for viewing by the public?

Answer: No, however WisDOT will publicly release the list of awarded projects after completion of the RFP review process to the [WisDOT Electrification Webpage](#).

5. Is there a technical requirements document available?

Answer: All technical requirements are provided in the [NEVI Formula Program Final Rule](#), the [Wisconsin Electric Vehicle Infrastructure \(WEVI\) Program Round 1.5 RFP](#), and the [WEVI Round 1.5 RFP Submission Package](#). It is up to the prospective owner/operator to coordinate with their preferred electric vehicle supply equipment vendor(s) to ensure that the software, hardware, and networking services provided by the vendor(s) conform to program requirements.

6. Can you talk about the required EVITP training for electrical workers and perhaps how many per site would be required?

Answer: The [NEVI Formula Program Final Rule](#) (CFR 23 Part 680.106) requires all electricians installing, operating, or maintaining electric vehicle supply equipment to obtain certification from EVITP (Electric Vehicle Infrastructure Training Program) or have a similar credential. To learn more about EVITP, click [here](#).

7. On WEVI projects, will we be able to get the IRS Tax Credit of 30-40%?

Answer: If the project meets all the requirements of the IRS Tax Credit, it is eligible to apply for and receive federal tax credits. Any federal tax credit applied to a NEVI project must be stacked alongside any other federal funding, including NEVI funds, and cannot exceed 80% of overall federal share of project funding. For example, if a NEVI funded project receives 80% of the total eligible project costs as an award through the WEVI program and receives \$30,000 in federal tax credits, the \$30,000 in federal tax credits must be subtracted from the overall NEVI federal funding total. The project cannot at any time exceed 80% federal cost-share from all federal sources applied to the project. All awarded parties must also provide a minimum of 20% non-federal cost share of the total eligible project expenses in all projects.

8. Will WEVI projects be subject to the State of Wisconsin prevailing wage determinations in addition to Davis-Bacon wage determinations?

Answer: No. Federal prevailing wage determinations per the Davis Bacon and Related Acts will apply to this project. There is no longer a State of Wisconsin prevailing wage law as it was repealed in 2017. Employees are still subject to minimum wage laws and any other Wisconsin/DWD regulations. Davis-Bacon Federal wage rate requirements apply to any project funded with NEVI Formula Program funds. Please refer to Section 11.1 Step 1: MANDATORY FEDERAL AND STATE REQUIREMENTS in the [WEVI Round 1.5 RFP](#).

9. If an applicant would like to comment on contractual language, should we submit our comments with our proposal, or after awardees have been determined?



Answer: Please only offer comments on contractual language once the conditional grant awardees are determined. WisDOT will work with the conditional grant awardee to execute a final grant agreement. Any modifications to the contract should be addressed at that time.

