



Request for Proposal (RFP) **Wisconsin Electric Vehicle Infrastructure (WEVI) Program**

Wisconsin Department of Transportation

RFP Release: May 26, 2026



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“There is a growing demand for sustainable transportation options in Wisconsin and WisDOT is committed to keeping up with those needs. We’re making great progress in our efforts to build out a reliable electric vehicle charging infrastructure in every corner of the state to help drivers get to school, work and appointments. We’re thrilled to provide this essential service to commuters, travelers and visitors while supporting local businesses long into the future.”

- Wisconsin Department of Transportation Secretary Kristina Boardman

1 INTRODUCTION

1.1 National Electric Vehicle Infrastructure Program

In November 2021, the Bipartisan Infrastructure Law (BIL) was signed, designating \$7.5 billion to build a national EV charging station network. The National Electric Vehicle Infrastructure (NEVI) Program includes \$5 billion of this funding, laying the groundwork for formula funding designation and use. NEVI is specifically intended to build out the electric vehicle charging system along federally designated Alternative Fuel Corridors (AFCs). WisDOT is required by the Federal Highway Administration (FHWA) to develop and submit a state plan as a prerequisite to accessing federal funding for EV infrastructure deployment. Wisconsin’s [2025 NEVI Plan](#) was submitted in September 2025 and was approved by FHWA on September 29, 2025.

When a State confirms, and the Secretary of the U.S. Department of Transportation (USDOT) certifies that its AFCs are fully built out, NEVI funding can be allocated for EV charging infrastructure on any public road or in other locations accessible to the public.

1.2 Wisconsin Electric Vehicle Infrastructure Program

Under Wisconsin’s program, referred to as the Wisconsin Electric Vehicle Infrastructure (WEVI) Program, the state is eligible to receive approximately \$78 million in NEVI formula funds over five years beginning in federal fiscal year 2023. Under NEVI Program Requirements, WisDOT must fully build out its EV AFCs with EV charging stations. Currently, in Wisconsin, these include five Interstates: I-90, I-94, I-43, I-41, and I-535; seven U.S. highways: US 8, US 41, US 53, US 151, US 2, US 51, and US 141; and one state highway: WIS 29. FHWA certified Wisconsin’s AFCs as fully built out on February 11, 2026. Wisconsin now has more discretion in determining the location of new charging stations funded under the NEVI Formula Program.

In May 2024, WisDOT announced the first round of charging stations awarded through the WEVI Program at 52 sites along the state’s AFCs. Round 1.5 of the WEVI Program funded 26 additional charging stations to address charging gaps on Wisconsin’s AFCs, which were announced in November 2025.

This Request for Proposals (RFP) is the first round of WEVI Program funding to deploy EV charging stations on additional corridors outside Wisconsin’s designated AFCs.



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2 WEVI CONNECTING CORRIDORS REQUEST FOR PROPOSALS FUNDING OVERVIEW

WisDOT has developed this WEVI Connecting Corridors RFP to seek competitive proposals for eligible entities to install, own, operate, maintain, and report on NEVI Formula Program-funded and compliant EV charging stations throughout Wisconsin. Schedule milestones related to the release of the WEVI Connecting Corridors RFP are shown in **Table 2-1**, with more information on submitting comments and questions in **Section 10** for the associated milestones.

Table 2-1: WisDOT NEVI Request for Proposal Dates

Project Milestone	Date
RFP Release	• May 26, 2026
Informational Webinar for Prospective Proposers	• June 9, 2026, at 1:00 PM (CT)
Deadline for Written Questions	• Question Response Deadline: June 14, 2026
Final Proposal Submission Deadline	• July 24 by 11:59 PM (CT)
Anticipated Grant Award Announcement	• August 2026

*Please visit the [Electrification of Wisconsin](#) for updated WEVI Connecting Corridors RFP schedule information.

To apply for funding under this solicitation, proposers must submit a completed grant proposal package and any supporting documentation to WisDOT’s proposal submission mailbox at WEVIRFPSubmission@dot.wi.gov. More detailed instructions on available funding, eligibility, proposal submission process, and post-selection and grant award process are detailed throughout the following sections of this RFP.

3 FUNDING AND GRANT AWARD INFORMATION

3.1 Total Available Funding

Wisconsin is eligible to receive approximately \$78 million in NEVI Formula funds over five years beginning in federal fiscal year (FFY) 2023. FFY 2022 and FFY 2023 funding is now available, with some of it awarded to 78 sites across Wisconsin in WEVI Round 1 and WEVI Round 1.5. With the approval of the 2023 and 2024 WEVI Plan updates, and the 2025 WEVI Plan by FHWA, FFY 2024, FFY 2025, and FFY 2026 NEVI formula funds remain available.

The WEVI Program will provide federal funding reimbursement of up to 80% of the eligible costs associated with awarded EV charging infrastructure grant projects. Grant awardees must provide a minimum of 20% non-federal cost-share for the project. There is no maximum funding amount a project can receive.



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3.2 Availability of Funds

WisDOT will provide NEVI Formula funds on a reimbursement basis to grant awardees after FHWA project authorization is received, final project grant agreements are signed, and WisDOT has issued relevant formal notices for each requisite project phase. Grant awardees shall be reimbursed for eligible costs in strict adherence to project budgets presented in the grant agreement, NEVI Program requirements ([23 CFR 680](#)), and in compliance with all applicable state and federal statutes. Such reimbursements shall not surpass the maximum budget amount delineated within the grant awardee's grant agreement. Grant awardees will be responsible for fulfilling, presenting, and settling all supplier invoices before requesting reimbursement from WisDOT.

3.3 Grant Awards

WisDOT will evaluate proposals and prioritize grant awards based on projects that most effectively and efficiently fulfill federal NEVI Program requirements and WEVI Program goals. See **EV Charging Station Locations** for further information on project site eligibility, locations, and site classifications.

3.4 Project Phases and Period of Performance

Following the completion of the proposal review period, as outlined in **Table 2-1** above, the following general project phases will commence and represent the project period of performance:

- **Notice of Selection (NoS):** WisDOT will notify selected proposers and the public of grant award selections. WisDOT will issue a NoS to each selected proposer, designating them as a conditional grant awardee, and will obligate project funding following the announcement of program grant awards.
- **FHWA Authorization & Grant Agreement Execution:** Following confirmation of NEPA clearances, WisDOT will seek project authorization from FHWA. With the receipt of project authorization, WisDOT will work with the conditional grant awardee to execute a final grant agreement stipulating all federal, state, and program requirements and detailing the final project scope, budget, and performance period.
- **Environmental Clearances (NEPA):** Following the execution of the grant agreement, WisDOT, in cooperation with the selected conditional grant awardee, will 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.
- **Pre-construction & Design Review (NTP 1):** Following grant agreement execution and concurrently with the NEPA process, WisDOT will issue a Notice to Proceed (NTP 1) commencing the pre-construction and design review phase. Grant awardees must provide WisDOT with a final site design plan for review, compliance confirmation, and approval.
- **Procurement & Construction (NTP 2):** Following WisDOT's approval of the final site design, WisDOT will issue a second Notice to Proceed (NTP 2). Upon receipt of NTP 2, Grant awardees will be authorized to begin equipment purchasing and construction of the EV charging infrastructure project. Grant awardees will be permitted 36 months after the execution of the grant agreement. Grant awardees requiring additional time must request a project time extension from WisDOT. Following the successful completion of the project work, WisDOT will inspect and test the grant awardee's equipment and project site. WisDOT will issue a Notice of Acceptance (NoA) upon confirmation that all project work has been completed to the approved project designs and complies with all federal, state, and program requirements.

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- **Operations, Maintenance, and Reporting:** Following the receipt of WisDOT's NoA, the grant awardee will operate and maintain its EV charging infrastructure for at least five (5) years following infrastructure installation and commissioning. Grant awardees must maintain a minimum of 97% uptime during the 5-year Operations & Maintenance (O&M) period (see [23 CFR 680.106\(ii\)](#)). During the O&M period, the grant awardee must submit all federally required reporting quarterly and annually, as detailed in [23 CFR 680](#). Grant awardees may also submit reimbursement requests for eligible O&M expenses with the submission of required reporting documentation.
- **Project Notice of Completion (NoC):** A Notice of Completion (NoC) will be issued by WisDOT following the successful completion of the 5-year O&M period, all reporting requirements have been met, and after the grant awardee's final reimbursement has been issued. Grant awardees must comply with Federal Disposition requirements in [2 CFR 200.313\(e\)](#) following the completion of the 5-year O&M period.

4 ELIGIBILITY

The WEVI Program is committed to allocating funds in support of EV charging station deployment along additional corridors throughout Wisconsin. The principal objective of the WEVI Program is to provide funding for the planning, construction, operation, and maintenance of EV charging stations that are accessible to the general public and must fully comply with all Federal and State requirements delineated in this RFP, including the NEVI final rule requirements of [23 CFR 680](#). In addition, the following sections provide more details on specific WEVI program eligibility requirements.

4.1 Eligible Proposers

Eligible Proposers under the WEVI Connecting Corridors RFP are:

1. Private businesses, including corporations, partnerships, companies, or nonprofit organizations authorized to do business in Wisconsin.
2. Tribal organizations (as defined in Title 25 US Code Section 5304 (I)).

4.2 Ineligible Proposers

Ineligible Proposers under the WEVI Connecting Corridors RFP are:

1. Utilities in Wisconsin.
2. Public and governmental entities, including local governments and higher education institutions.

Public entities are not eligible for funding under the WEVI Connecting Corridors RFP. WisDOT has decided to limit eligible proposals only to private entities to comply with [23 CFR 635.112\(e\)](#), which states: "Except in the case of a concession agreement, as defined in section 710.703 of this title, no public agency shall be permitted to bid in competition or to enter into subcontracts with private contractors."

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4.3 Eligible Costs and Cost-Sharing

NEVI Formula Program funds are restricted to projects directly related to EV charging infrastructure open to the public. Eligible expenses that qualify for reimbursement under the WEVI Program must be directly related to the design, acquisition, installation, operations, and maintenance of compliant EV charging infrastructure (for up to five (5) years following infrastructure installation and commissioning).

Eligible expenses under the WEVI Connecting Corridors RFP are limited to:

1. Costs for pre-construction work, including environmental clearances, site design, and site permitting.
2. Labor associated with site preparation, such as trenching or equipment installation (proposers will be required to separate equipment, non-labor project costs, and labor costs in proposals).
3. Costs of minor utility grid updates (work necessary to connect charging station to the electric grid distribution network), including:
 - i. Costs for minor extensions or upgrades to existing power lines.
 - ii. Costs to acquire and install on-site electric service equipment (e.g., power meter, transformer, switch gear).
4. Costs to obtain and install any number of new NEVI-compliant EV charging station and Electric Vehicle Supply Equipment (EVSE) related hardware and software.
5. Costs to obtain and install, repair, upgrade, or replace any number of existing EVSE and EV charging station equipment to meet NEVI minimum standards and requirements, including costs to upgrade existing EV charging stations to meet Americans with Disabilities Act (ADA) requirements.
6. Costs of shipping fees and taxes for eligible items.
7. Construction costs for EV charging station installation (as defined under 23 U.S.C. 101(a)(4)), including site restoration directly related to the EV charging station after installation. This includes landscaping remediation directly resulting from installing the charging stations.
8. Costs to install onsite signage for user wayfinding directly related to the EV charging station, including parking stall striping directly resulting from installing the charging stations.
9. Costs to install onsite physical safety features, including lighting to illuminate the EV charging stations, video surveillance equipment of the EV charging stations for security and remote monitoring, and other on-site safety features to enhance the physical safety of EV charging station users and equipment.
10. Construction project management costs directly related to the EV charging stations.
11. Public outreach and education directly related to the utilization of the EV charging stations.
12. O&M costs for up to five (5) years after the charging station is operational are limited strictly to the following three categories:

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- i. 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.
 - ii. Cellular network fees, internet service fees, or similar fees/costs for EV charging station data sharing. This includes, to the extent practicable, expenses related to the specific data-sharing requirements of this program, as well as costs of data sharing on all EV chargers and EV charging station activities on the EV charging station network funded by this program. Networking costs are only eligible if paid through a fixed contract.
 - iii. Hardware and software maintenance and repair costs, including service agreements with third-party contractors, charging equipment manufacturers, warrantors, or aftermarket providers. Hardware and software maintenance and repair costs are only eligible if paid through a fixed contract.
13. Warranties for equipment, parts, and labor (not exceeding the maximum five (5) year program limits).

4.4 Ineligible Costs and Cost-Sharing

Any expenses not explicitly considered by WisDOT as directly associated with the acquisition, installation, operation, and maintenance of EV charging infrastructure will be regarded as ineligible costs for purposes of the WEVI Program. The following examples serve as references for some of the expenses that fall under the category of ineligible expenses:

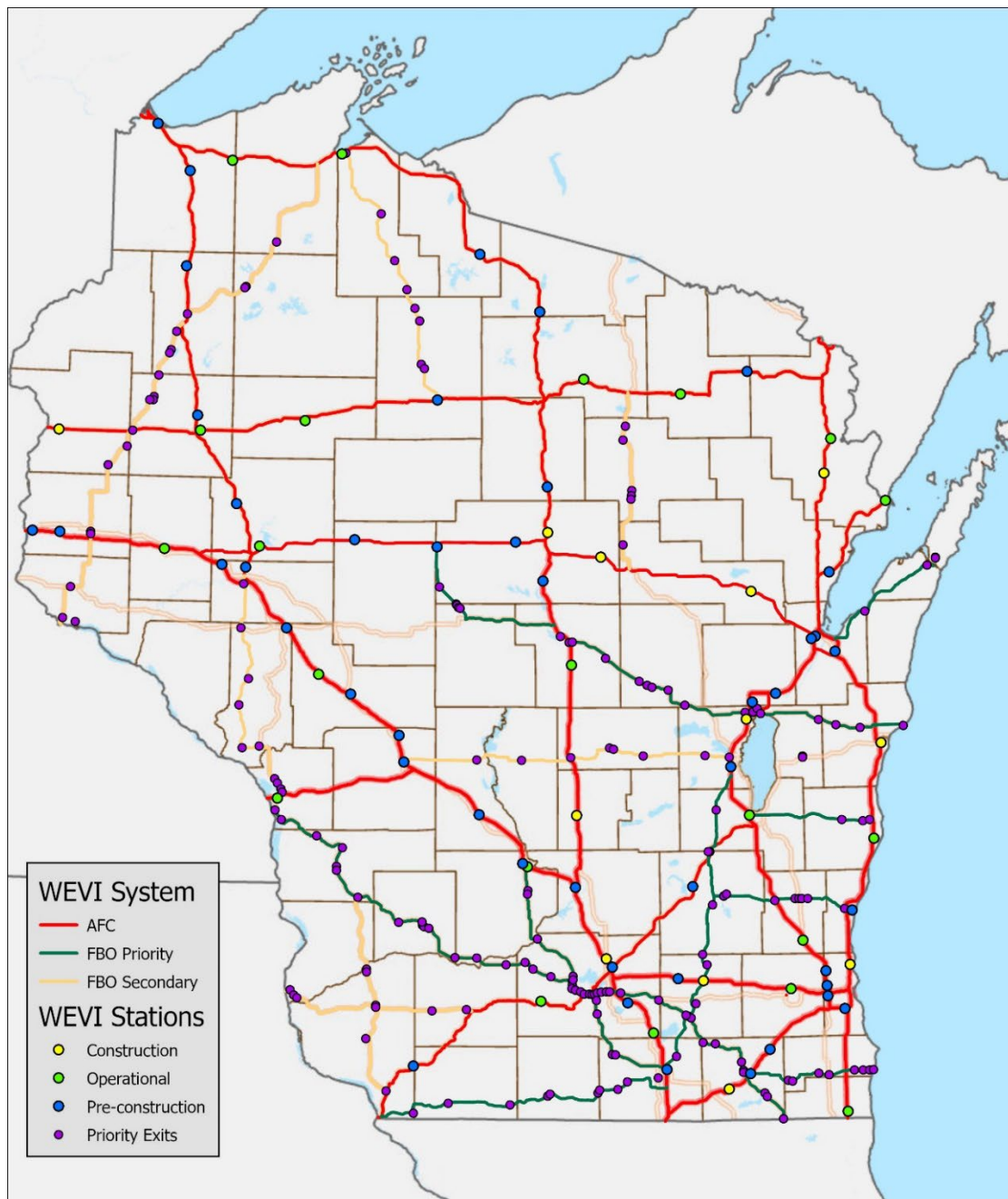
- 1. Expenses incurred before formal WisDOT notice or authorization to proceed.
- 2. Expenses associated with the purchase or rental of real estate.
- 3. Expenses associated with the construction or general maintenance of buildings and parking facilities, unless directly linked to the EV charging station.
- 4. Costs for obtaining development entitlements or rezoning permits from local authorities.
- 5. Costs for major utility upgrades to the power grid, such as substantial line extensions, improvements to offsite power generation, bulk power transmission, or other related major utility grid infrastructure.
- 6. Costs for distributed energy resources (DER), such as solar power, generators, or battery storage.
- 7. Expenses covered by existing programs or tariff rules provided by electric utilities.
- 8. Variable operating and maintenance costs for EV charging infrastructure, including operating and maintenance costs not defined in #12 of eligible costs above, including the cost of electricity, general staff time related to business operations, and other recurring business expenses such as rent and customer service.
- 9. Expenses related to studies or research projects.
- 10. Expenses related to federal, state, or local lobbying efforts.
- 11. A connector that is not capable of charging a CCS or NACS-compatible vehicle.

5 EV CHARGING STATION LOCATIONS

WisDOT’s third round of WEVI Program funding will fund EV charging infrastructure proposals that (1) meet all Federal NEVI and WEVI Program Requirements and (2) are located on the corridors indicated in **Figure 5-1** below. The Program initially focused on building out AFCs to meet the NEVI program’s “fully built out” certification requirements by filling the EV charging gaps on Wisconsin’s AFCs most efficiently. The evaluation zones and priority locations for the WEVI Connecting Corridors RFP are also illustrated in **Figure 5-1**.

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Figure 5-1: Wisconsin’s Eligible EV Charging Station Corridors and Priority Interchanges



WisDOT will prioritize grant awards based on three (3) tiers of groupings: 1) projects at a priority site location within 1.5 miles of a designated Fully-Built Out (FBO) Priority corridor or within 2.5 miles of a designated FBO Secondary corridor or non-identified corridor; 2) projects at a priority or non-priority site location within 5 miles of a designated FBO Priority, FBO Secondary or non-identified corridor; 3) projects at a priority or non-priority site location over 5 miles from an identified or non-identified corridor. A list of priority locations (interchange exits or intersections) along eligible corridors and within eligible evaluation zones is provided in **Table 5-1**.

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WisDOT’s approved [2024 Wisconsin Electric Vehicle Charging Infrastructure Plan update](#) provides a detailed discussion of the Department’s process and methodology to identify the priority locations detailed in **Table 5-1** below. For a more detailed discussion on how WisDOT will review and evaluate grant proposals, see **Proposal Review and Evaluation Process**.

Table 5-1: Wisconsin’s Eligible EV Charging Station Corridors and Priority Interchanges Locations

Corridor/Evaluation Zone	Corridor Type	Evaluation Zone Boundaries	Priority Interchanges Within Evaluation Zone
US-10/WI-13 W	Priority	From the WI-13 intersection with WI-29 to the US-10 intersection with I-39	<ul style="list-style-type: none"> • WI-98 in Spencer • McMillan St in Marshfield • Upham St in Marshfield • S Oak St in Marshfield • Central Ave in Marshfield • Exit 161
US-10 Central	Priority	From the intersection with I-39 to the intersection with I-41 near Fox Crossing, WI	<ul style="list-style-type: none"> • Exit 158 on I-39/US-10 intersection • Brilowski Rd/I-39 Alt in Stevens Point • Exit 238 • Exit 250 • Exit 253 • Exit 254 • Exit 260A • Exit 267 • Exit 286
US-10/WI-310 E	Priority	From the US-10 intersection with I-41 near Fox Crossing, WI to the WI-310 intersection with WI-42	<ul style="list-style-type: none"> • Exit 289A • Exit 290 • Plank Rd/WI-114 in Menasha • Main St in Brillion • County Hwy W in Reedsville • Cherry St/County Hwy S in Whitelaw • Washington St/WI-42 in Two Rivers • Main St/County Hwy Y and S Madison St in Chilton



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Corridor/Evaluation Zone	Corridor Type	Evaluation Zone Boundaries	Priority Interchanges Within Evaluation Zone
US-12 Dane/Sauk Co W	Priority	From the intersection with I-90 in Baraboo to the intersection with US-151	<ul style="list-style-type: none"> • Exit 218 • Exit 219 • Water St/WI-78 in Sauk City • Exit 250 • Exit 251A: N Pleasant View Rd in Middleton • Exit 252 • Exit 253 • Exit 254 • Exit 255 • Exit 257 • Exit 258 • Exit 259 • Exit 260 • Exit 261
US-12 Dane/Jefferson Co Central	Priority	From the intersection with US-151 to the intersection with WI-26	<ul style="list-style-type: none"> • Exit 262 • Exit 264 • Exit 265 • Exit 266 • County Rd AB in Madison • Jefferson St/US-18 in Cambridge • Lexington Blvd in Fort Atkinson
US-12 Jefferson/Walworth Co E	Priority	From the intersection with WI-26 to the WI/IL border	<ul style="list-style-type: none"> • N Main St/WI-89 in Fort Atkinson • County Hwy N/S in Whitewater • Elkhorn Rd/US-12 Bus in Whitewater • County Hwy A in Elkhorn • Potter/Schmidt Rd in Elkhorn • Wisconsin St in Elkhorn • Exit 328 • Exit 330 • Walworth St in Genoa City



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Corridor/Evaluation Zone	Corridor Type	Evaluation Zone Boundaries	Priority Interchanges Within Evaluation Zone
US-14 W	Priority	From the WI/MN border to the intersection with WI-61	<ul style="list-style-type: none"> • Cass St in La Crosse • Shelby Rd in La Crosse • Central Ave/County Hwy P in Coon Valley • State St in Westby • Fairlane Dr/Airport Rd in Viroqua • Decker St in Viroqua • US-61/WI-131 in Readstown
US-14 Central	Priority	From the intersection with WI-61 to the intersection with US-12	<ul style="list-style-type: none"> • US-61/WI-131 in Readstown • WI-171/County Hwy E in Richland Center • W 6th St in Richland Center • WI-80/S Main St in Richland Center • Bohmann Dr in Richland Center • County Hwy O in Richland Center • WI-133 in Lone Rock • WI-23/County Hwy G in Spring Green • Ray Hollow Rd/Village Edge Rd in Arena • Brodhead St in Mazomanie • Mills St in Black Earth • Church St/County Hwy P in Cross Plains • Exit 251 A: N Pleasant View Rd in Middleton
US-14 E	Priority	From the intersection with US-151 to the intersection with I-39	<ul style="list-style-type: none"> • Exit 261 • Exit 134 • Exit 139 • E Main St in Evansville • N County Hwy M in Evansville
US-18	Secondary	From the intersection with US-151 to the WI/IA border	<ul style="list-style-type: none"> • Wisconsin St in Prairie du Chien • E Lapointe St in Prairie du Chien • Southtown Ln in Prairie du Chien • 4th St/US-18 in Fennimore • Lincoln Ave/US-61 in Fennimore • 12th St/US-18 in Fennimore • Mifflin St in Cobb • N Bequette St/WI-23 in Dodgeville



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Corridor/Evaluation Zone	Corridor Type	Evaluation Zone Boundaries	Priority Interchanges Within Evaluation Zone
US-45	Secondary	From the intersection with US-8 to the intersection with WI-29	<ul style="list-style-type: none"> • Cole St in Elcho • Summit Lake Rd in Summit Lake • Century Ave/WI-64 in Antigo • 5th Ave in Antigo • Forrest Ave in Antigo • Maple St in Birnamwood
US-61	Secondary	From the intersection with US-14 to the intersection with US-151	<ul style="list-style-type: none"> • US-61/WI-131 in Readstown • W Prairie St/WI-133 in Boscobel • WI-133 in Boscobel • 4th St/US-18 in Fennimore • Lincoln Ave/US-61 in Fennimore • 12th St/US-18 in Fennimore • Cherry St in Lancaster • N Main St in Dickeyville
US-63 N	Secondary	From the intersection with US-2 to the intersection with US-8	<ul style="list-style-type: none"> • Cable Sunset Rd/Pine St/County Hwy M in Cable • WI-77 in Hayward • Dakota Ave/WI-27 in Hayward • US-53 in Trego • Maple St/WI-70 in Spooner • 6th Ave in Shell Lake • Pederson Dr in Shell Lake • Bourne Ave in Barronett • Nedvidek St in Cumberland • Elm St/WI-48 in Cumberland • 4 ½ - 5th St/WI-48 in Cumberland • US-8 in Turtle Lake



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Corridor/Evaluation Zone	Corridor Type	Evaluation Zone Boundaries	Priority Interchanges Within Evaluation Zone
US-63 S	Secondary	From the intersection with US-8 to the WI/MN border	<ul style="list-style-type: none"> • Prentice St in Clayton • 1st/30th Ave in Clear Lake • US-12 in Baldwin • Cedar St in Baldwin • I-94 in Baldwin • Maple St/WI-65 in Ellsworth • WI-35 in Hager City • WI-35 and County Hwy EE in Bay City
WI-11 W	Priority	From the intersection with US-151 to the intersection with I-39	<ul style="list-style-type: none"> • Fairplay St in Hazel Green • W Water St in Shullsburg • County Hwy D in South Wayne • 6th Ave W in Monroe • WI-69 in Monroe • 12th St in Brodhead • E 9th Ave/WI-104 in Brodhead • W Beloit St in Orfordville • Gilbert St in Footville • US-51 in Janesville
WI-11 E	Priority	From the intersection with I-43 to the intersection with WI-32	<ul style="list-style-type: none"> • McHenry St in Burlington • Pine St in Burlington • S Beaumont Ave in Kansasville • Main St/WI-45 in Union Grove • Wisconsin St in Sturtevant • Green Bay Rd/WI-31 in Racine • Taylor Ave in Racine • Racine St/WI-32 in Mount Pleasant



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Corridor/Evaluation Zone	Corridor Type	Evaluation Zone Boundaries	Priority Interchanges Within Evaluation Zone
WI-13	Secondary	From the intersection with US-2 to the intersection with US-8	<ul style="list-style-type: none"> • 6th St W in Ashland • Copper Falls Dr/WI-169 in Mellen • Grant St in Glidden • W Michigan St in Butternut • S 1st St/WI-182 in Park Falls • Oak St/WI-70 in Fifield • Shaw Ave in Phillips • County Hwy D in Phillips
WI-21 W	Secondary	From the intersection with I-94 to the intersection with I-39	<ul style="list-style-type: none"> • Main St/WI-80 in Necedah • WI-13 in Friendship • N Front St in Coloma
WI-21 E	Secondary	From the intersection with I-39 to the intersection with I-41	<ul style="list-style-type: none"> • N Front St in Coloma • Waupaca St/WI-22 in Wautoma • E Division St in Wautoma • Foster Rd in Redgranite • Harrison Ave in Omro • N Westhaven Dr in Oshkosh
WI-23	Priority	From the intersection with US-151 to the intersection with I-43	<ul style="list-style-type: none"> • WI-57 in Plymouth • Main St/WI-32 in Sheboygan Falls • Highland Dr/County Rd Y in Kohler
WI-26 N	Priority	From the intersection with I-41 to the intersection with WI-33	<ul style="list-style-type: none"> • Division St in Rosendale • Exit 146/E Main St in Waupun • Watertown St in Waupun
WI-26 S	Priority	From the intersection with WI-33 to the intersection with I-39	<ul style="list-style-type: none"> • County Hwy S/W Center St in Juneau • Exit 43 • Exit 39 • Collins Rd in Jefferson • Exit 21 • Lexington Blvd in Fort Atkinson • WI-59/E County Hwy M in Milton



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Corridor/Evaluation Zone	Corridor Type	Evaluation Zone Boundaries	Priority Interchanges Within Evaluation Zone
WI-33	Priority	From the intersection with WI-26 to the intersection with I-43	<ul style="list-style-type: none"> • Main St in Horicon • Clasen St/WI-28 in Horicon • Railroad St in Allenton • N Scenic Dr W/Villa Park Dr in West Bend • N 18th St in West Bend • Main St/N 7th Ave/WI-144 in West Bend • Clearview Dr in West Bend • N Mills St in Saukville
WI-57	Priority	From the intersection with I-43 to WI-57's divergence from WI-42 (intersection with Jorns Ln)	<ul style="list-style-type: none"> • Egg Harbor Rd in Sturgeon Bay • Alabama St in Sturgeon Bay • S Duluth Ave in Sturgeon Bay • Sturgeon Bay Rd in Dyckesville
WI-93/WI-54/US-53	Secondary	From the intersection with I-94 to the intersection with I-90	<ul style="list-style-type: none"> • Lorch Ave in Eau Claire • W Mondovi St/US-10 in Eleva • Whitehall Rd/WI-121 in Independence • E Main St/WI-95 in Arcadia • WI-35 in Centerville • S Main St/US-53 in Galesville • Holmen Dr S/WI-35 in Holmen • Exit 9 • Exit 7 • Exit 6



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6 NEVI PROGRAM FEDERAL REQUIREMENTS

All projects must comply with applicable FHWA regulations and the minimum requirements for projects funded under the NEVI Program. As a federally funded program, all projects must comply with all statutory and regulatory requirements that apply to funds apportioned under [Chapter 1 of Title 23, United States Code](#), and the requirements of [2 CFR 200](#) apply. This includes the applicable requirements of 23, United States Code, and [Title 23, Code of Federal Regulations](#), such as requirements for states to adequately secure Right of Way agreements to ensure access to project sites for compliance purposes during the life of project grant agreements. Projects not on identified AFCs are still subject to applicable requirements for federal-aid funded EV chargers outlined in [23 CFR 680](#). WisDOT will incorporate all federal compliance aspects into final grant agreements with grant awardees, including, but not limited to, the items referenced in this section.

6.1 Installation, Operation, and Maintenance Implementation Compliance

Table 6-1: Installation, Operation, and Maintenance Implementation Compliance

Rule Section	NEVI Final Rule Section Title	NEVI Final Rule Subsection Detail
§680.106	Installation, Operation, and Maintenance by Qualified Technicians of Electric Vehicle Charging Infrastructure	<ul style="list-style-type: none"> • Procurement process • Number of charging ports • Connector type • Power level • Availability • Payment methods • Equipment certification • Security (physical & cyber) • Long-term stewardship • Qualified technician • Customer service • Customer data privacy • Use of program income

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6.2 Interoperability, Signage, Network Connectivity, and Real-Time Information

Table 6-2: Interoperability, Signage, Network Connectivity, and Real-Time Information

Rule Section	NEVI Final Rule Section Title	NEVI Final Rule Subsection Detail
§680.108	Interoperability of Electric Vehicle Charging Infrastructure	<ul style="list-style-type: none"> • Charger-to-EV communication • Charger-to-charger-network communication • Charging-network-to-charging-network communication • Network switching capability
§680.110	Traffic Control Devices or On-Premises Signs Acquired, Installed, or Operated	<ul style="list-style-type: none"> • Manual on Uniform Traffic Control Devices for Streets and Highways • On-premises signs
§680.114	Charging Network Connectivity of Electric Vehicle Charging Infrastructure	<ul style="list-style-type: none"> • Charger-to-charger-network communication • Interoperability • Charging-network-to-charging-network communication (see also §680.108) • Charging-network-to-grid communication • Disrupted network connectivity
§680.116	Information on Publicly Available Electric Vehicle Charging Infrastructure Locations, Pricing, Real-Time Availability, and Accessibility Through Mapping Proposals	<ul style="list-style-type: none"> • Communication of price • Minimum uptime (definition and calculation) • Third-party data sharing

6.3 Data Collection and Reporting

Table 6-3: Data Collection and Reporting

Rule Section	NEVI Final Rule Section Title	NEVI Final Rule Subsection Detail
§680.112	Data Submittal	<ul style="list-style-type: none"> • Quarterly data submittal • Annual data submittal • One-time data submittal • Community engagement outcomes report

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6.4 Additional Federal Statutory Requirements

Table 6-4: Additional Federal Statutory Requirements

Rule Section	NEVI Final Rule Section Title	NEVI Final Rule Subsection Detail
§680.118	Other Federal Requirements	<ul style="list-style-type: none"> • Buy America and Build America • Davis Bacon Federal Wage Rate • Americans with Disabilities Act of 1990 (ADA) • Title VI of the Civil Rights Act of 1964 • Title VIII of the Civil Rights Act of 1968 • The Uniform Relocation Assistance and Real Property Acquisition Act • The National Environmental Policy Act of 1969 (NEPA)

7 PROPOSAL PROCESS

WisDOT has designed this competitive process to solicit turnkey proposals from eligible proposers to install, own, operate, maintain, and report on NEVI Formula Program-funded and compliant EV charging stations throughout Wisconsin under the WEVI Program. If a proposer’s submission is selected, they become a conditional grant awardee and move to the next phase of the process. Conditional grant awardees will coordinate with WisDOT through the grant award finalization process to receive all necessary approvals and clearance and execute a grant award agreement described in **GRANT Award Notification and Post-GRANT Award Processes and Procedures**. Once a conditional grant awardee meets all requirements, they may be considered a grant awardee and be awarded a grant agreement with a not-to-exceed value based on the proposer’s budget submitted during the project proposal phase.

7.1 Proposal Due Date

Proposals are due no later than **July 24, 2026, by 11:59 PM (CT)**, and must be submitted through the WisDOT proposal submission mailbox at WEVIRFPSubmission@dot.wi.gov with a subject line “WEVI Corridor RFP Submission”. Proposals must include all the required forms, utilizing the appropriate file naming convention outlined in this RFP.

7.2 Proposal Submission Mailbox

All proposal materials and attachments are to be submitted electronically during the open proposal period via the online submission mailbox by an eligible proposer before the proposal due date.

Proposers should adhere to the process outlined below and detailed in **Appendix A Proposal Checklist, Required Submission Materials, and Instructions**. Proposers should review all program documents available on the [Electrification of Wisconsin webpage](#).

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7.3 Proposal Submission Package and Requirements

Proposers must prepare a complete proposal submission package for each EV charger project site seeking funding. There is no limit to the number of proposals a single proposer can submit. A complete proposal package includes the following items, detailed in **Appendix A Proposal Checklist, Required Submission Materials, and Instructions**.

Completeness Components:

1. Designation of Confidential and Proprietary Information (DOA-3027)
2. Proposer Compliance Certification Statement
3. Preliminary Site Agreement Form

Technical Compliance:

4. Project Technical Compliance Information
5. Utility Coordination Form
6. Environmental Readiness Questionnaire
7. Site Plan and Design Information
8. Proposal Budget and Financial Requirements Documentation

Narrative Components:

9. Project Approach and Responsiveness Narrative
10. Project Team Qualifications
11. Additional Supporting Documentation

8 PROPRIETARY INFORMATION AND PUBLIC RECORDS

8.1 Proprietary Information

Any restrictions on the use of data must be clearly stated in the grant proposal itself. Proprietary information submitted in response to a proposal will be handled under applicable Wisconsin procurement regulations and the Wisconsin public records law. Proprietary restrictions usually are not accepted. However, when accepted, it is the proposer's responsibility to defend the determination in case of an appeal or litigation.

1. Data in a grant proposal, all documentation provided, and innovations developed due to the contracted commodities or services cannot be copyrighted or patented. All data, documentation, and innovations become the property of the State of Wisconsin.
2. Any material submitted by the vendor in response to this request that the vendor considers confidential and proprietary information and which qualifies as a trade secret, as provided in s. 19.36(5), Wis. Stats., or material that can be kept confidential under the Wisconsin public records law, must be identified on a Designation of Confidential and Proprietary Information form (DOA-3027). Grant proposers may request the form if it is not part of the Request for Proposal package. Grant proposal prices cannot be held confidential.



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8.2 Public Records Access

Wisconsin intends to maintain an open and public process in the requisition, submission, review, and approval of grant program activities. Grant proposal openings are public unless otherwise specified. Records may only be available for public inspection after the issuance of the Notice of Selection or the execution of the grant agreement. Under §19.36 (3), Wis. Stats., all records of the grant awardees that are produced or collected under this grant agreement are subject to disclosure under a public records request. Upon receipt of notice from the State of Wisconsin of a public records request for records produced or collected under this grant agreement, the grant awardee shall provide the requested records to the awarding agency. Following final payment, shall retain all records produced or collected under this grant agreement for six (6) years.

9 COMMUNICATION DURING PROPOSAL PROCESS

9.1 Programmatic and Technical Questions

With the release of this RFP, WisDOT encourages proposers to submit questions about the WEVI Program and this RFP by emailing transportationelectrification@dot.wi.gov. To ensure that RFP questions are answered, include the subject line “WEVI Connecting Corridors RFP Comment.” Programmatic and technical questions will be answered during an open Question & Answer (Q&A) period; questions will be answered in two FAQ postings from WisDOT following the milestones in **Table 2-1**. WisDOT will post the Q&A responses on the WEVI website for public review. Archived responses from the Round 1 and Round 1.5 WEVI RFP Q&A period can be found on the [Electrification of Wisconsin](#) website under the Round 1 Locations & Information and Round 1.5 Locations & Information tabs, respectively.

9.2 Informational Public Webinar

WisDOT will host an informational webinar about the WEVI Program and the RFP as shown in **Table 2-1**. WisDOT will review the WEVI Program during the webinar, guide proposers through the RFP process, and answer program and technical questions. Please visit the [Electrification of Wisconsin webpage](#) for updated information on the WEVI Connecting Corridors RFP schedule.

9.3 Proposal Submission Confirmation

Following the successful proposal submission through the WisDOT proposal submission mailbox, proposers will receive an email response from WisDOT staff to the individual listed as the primary point of contact in the proposal, confirming receipt of the proposal.

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10 PROPOSAL REVIEW AND EVALUATION PROCESS

The evaluation process consists of three areas of proposal evaluation: (1) Mandatory Minimum Requirements, (2) Core Components, and (3) Additional Considerations. Proposals will then be scored and ranked.

10.1 Step 1: Mandatory Federal and State Requirements

Proposers must complete a checklist affirming that the project and site will comply with requirements set forth by [23 CFR 680](#), applicable Federal laws, and terms and conditions of [PRO-504](#). If the proposer cannot certify compliance with the mandatory minimum requirements, the proposal will not be considered beyond this step.

WisDOT will determine if the proposal demonstrates that the project will meet the minimum requirements of [23 CFR 680](#) and applicable Federal laws including, but not limited to, Davis Bacon, ADA, Buy America, and Build America:

1. Proposers will receive a checklist to affirm meeting applicable Federal laws. The checklist will include a narrative section for proposers to outline any discrepancies in meeting requirements.
2. If the requirements are unmet or the narrative explanation is insufficient, the proposal will not move to Step 2.

If the proposal sufficiently demonstrates that the mandatory minimum requirements can be met, the proposal will move on to Step 2.

10.2 Step 2: Scored Components

WisDOT will utilize a selection panel consisting of WisDOT staff to review proposals. The panel will include staff from different divisions within WisDOT.

Each proposal will be assessed on a scale of 1-100 with equal weighting based on the following four (4) core evaluation category components:

1. Cost Proposal
2. Site Location
3. Community Engagement and Involvement
4. Site Amenities

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Table 11-1: Scored Components

Category	Total Possible Points	Points	Scoring Criteria
Cost Proposal <i>(included in a templated budget form)</i>	25	10	Federal Share - broken down into EV charging evaluation zones/corridors or DTSD Regions if not in an evaluation zone along an identified corridor (10) <i>Scale between target areas (ex. Highest cost receives 0 points, lowest receives 10 points)</i>
		10	Cost per DCFC port (10) <i>Scale between target areas (ex., Highest cost per port receives 0 points, lowest receives 10 points)</i>
		5	Proposal exceeds 20% match (up to 5 points) <ul style="list-style-type: none"> • 20% (0) • 21-25% (1) • 26-30% (2) • 31-35% (3) • 35-40% (4) • >40% (5)
Site Location	25	25	Priority site location* within 1.5 miles of an identified primary corridor OR 2.5 miles of an identified secondary corridor or non-identified corridor
	(maximum)	10	Priority site location* or non-priority site location within 5 miles of an identified primary or secondary corridor or non-identified corridor
		0	Priority or non-priority site location over 5 miles from an identified or non-identified corridor
Community Engagement and Involvement	25	5	Labor/workforce considerations <ul style="list-style-type: none"> • Narrative includes information on use of EVTP certified contractors (1) • Narrative details general plans (1-2) • Narrative details specific plans to the site location (3-4)
		10	Economic Impact Considerations <ul style="list-style-type: none"> • Narrative details general plans (1-2) • Narrative details specific plans to the site location (3-5)
		10	Plans for public engagement <ul style="list-style-type: none"> • Letters of Support (3) • Narrative (7) <ul style="list-style-type: none"> ○ General, not necessarily site specific (1-4) ○ Specific and planned engagement efforts (5-7)
Priority Amenities	25	5 = Amenity at site 2 = Plans for Development 0 = Not Available	<ul style="list-style-type: none"> • Business and Bathroom accessibility on site, hours of operation are (7 days a week): <ul style="list-style-type: none"> ○ 24 hours (5) ○ 18 to 23 hours (3) ○ 16 to 17 hours (2) 12 to 16 hours (1) ○ <12 hours (0) *Applications are awarded one additional point if the EVSE is open longer than the business hours of the site. • Food/beverage availability • Sufficient lighting covering the EVSE • NACS Connectors • Pull-through space on site with EV charging

*A Priority Exit, as defined in the 2024 WEVI Plan Update, is a location where its associated exit has: (1) a truck stop or a retail/big box store; **OR** (2) at least two gas stations/conveniences stores and one high-turnover restaurant, or vice versa.



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10.3 Step 3: Additional Considerations

If multiple grant proposals in a given coverage area tie or are close in score following Step 2, WisDOT may determine funding based on additional considerations. In the event it is needed, WisDOT will utilize a best-value evaluation process to consider any of the following other components in the proposal when making final funding determinations:

1. Long-term stewardship plans.
2. Safety – physical security and cybersecurity.
3. Project team experience and qualifications.
4. Impact of the site on economic development in the surrounding area.
5. Inclusion of additional Amenities – including but not limited to:
 - Overhead canopy
 - 24/7 Customer service/staff availability
 - Micromobility access (not an eligible expense under the program)
 - Free Wi-Fi access
 - Outdoor seating amenities: picnic tables/bench
 - Walking paths/animal-accessible green space
 - Availability of public transportation
 - Availability of on-site entertainment
 - Additional sites/power output than mandatory requirements (could affect cost)
6. Inclusion of future Level 2 chargers (if applicable) and pre-existing charging infrastructure.
7. Proposals that may help WisDOT minimize the number of NEVI stations needed to build out these corridors.
8. Proposals that may help WisDOT maximize the equidistant spacing of NEVI stations to build out these corridors appropriately and that take into account the distance from Round 1 and Round 1.5 awarded stations.

11 GRANT AWARD NOTIFICATION

11.1 Notification of Proposal Selection

After completing the proposal review and scoring process, WisDOT will notify proposers via email of selected projects, designating proposers as conditional grant awardees. Proposers who have been conditionally awarded funding will receive a formal email notification from WisDOT. Conditional grant awards do not represent the final allocation of funds. Conditional grant awardees must await official notices from WisDOT before incurring any expenses that may be eligible for reimbursement.

Reimbursement eligibility is contingent on adherence to the processes detailed below and formal execution of the final grant award agreement with WisDOT. The conditional grant award notification will provide specific guidance regarding the finalization of the grant which includes a comprehensive explanation of the steps to complete the process, as outlined in the Post-Grant Award Process and Procedures section of this RFP.

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11.2 Public Release of List of Selected Proposals

After individual notice of proposal selection, WisDOT will publish, on its WEVI website, a list of all selected proposals and project sites.

12 POST-GRANT AWARD PROCESSES AND PROCEDURES

Conditional grant awardees will coordinate with WisDOT to finalize and execute the grant award agreements after selection. After completing a grant agreement, grant awardees will continue to work with WisDOT through the post-selection process. The post-selection process will include the following series of phases:

12.1 Environmental Clearance and Authorization

Conditional grant awardees will work with WisDOT to complete the required forms to secure National Environmental Policy Act (NEPA) clearance and achieve authorization from FHWA. Following approval from FHWA, conditional grant awardees will be cleared to execute a final grant award agreement and move forward with environmental clearance.

12.2 Pre-Construction

Grant awardees will provide WisDOT with the final site design during the pre-construction phase. WisDOT will review the project's final design and provide any necessary requests for revisions, and once all requirements are satisfied, WisDOT will issue final design approval.

12.3 Construction

The project construction phase will include procuring project services and equipment, followed by the construction of the project site. After completion of all construction at the project site, WisDOT will review the project site for Federal and WEVI Program compliance and issue formal project acceptance.

12.4 Operations, Maintenance, and Reporting

The O&M period of the project will begin following project acceptance and the EVSE equipment becoming operational and open to the public. The project will begin a five (5) year O&M period of usage and data collection. During the O&M period, the grant awardee will report data as outlined in the NEVI Final Rule ([§ 680.112 Data Submittal](#)).

12.5 Project Close Out

Following the successful completion of the grant awardee's five (5) year O&M period, WisDOT will work with grant awardees to close out the project, issue final reimbursement(s), and submit final reporting and close-out documents as required by the NEVI and WEVI Programs.

12.6 Reimbursement Process

During the tenure of the project period, grant awardees will be permitted to submit reimbursement requests for eligible project costs incurred. Eligible costs must be included in the grant awardee's approved project budget submitted at the proposal stage. Reimbursement requests may be submitted no more than every 90 days and no less than every six (6) 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.

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13 DISCLAIMER AND RESERVATION OF RIGHTS

13.1 Disclaimer

This document does not commit WisDOT to agree, nor does it obligate WisDOT to pay for any costs incurred in preparing or submitting proposal(s) or in anticipation of an agreement. By submitting a proposal, a proposer disclaims any right to be paid for such costs.

In no event is WisDOT to be bound by, or liable for, any obligations concerning the costs anticipated in a proposal until such time (if at all) as the agreement, in form and substance satisfactory to WisDOT, has been executed and authorized by WisDOT and approved by all required authorities and then, only to the extent outlined in the executed agreement.

13.2 Reservation of Rights

WisDOT, as the administrator of the WEVI Program and NEVI Formula Funding, retains the following rights at its discretion:

1. To adjust the number of anticipated grant awards, either increasing or decreasing them.
2. To cancel a grant award at any point before issuing the final grant award agreement without incurring any liability if a proposer/conditional grant awardee is deemed in non-performance or non-compliance.
3. To gather or obtain data from any relevant source that can enhance the understanding and evaluation of the proposals.
4. To waive weaknesses, discrepancies, informalities, omissions, or minor irregularities found in a proposal and to request and receive clarifications regarding the proposal.
5. To grant funds to a different proposer if the initially awarded proposer is unable or unwilling to complete the site and achieve commissioned status.
6. To reject any or all proposals that do not follow the guidelines of the grant proposal packet.
7. To modify the RFP process or issue a new RFP in case of a change in state or federal law or other program guidance changes.

APPENDIX A

Proposal Checklist, Required Submission Materials, and Instructions

Appendix A lists the following forms required to submit a WEVI Corridor proposal. These materials have a release date of May 26, 2026 and can be found on the [Electrification of Wisconsin webpage](#). See **Table 2-1** for more information on the program schedule.

Proposers must prepare a complete proposal submission package for each EV charger project site seeking funding. There is no limit to the number of proposals a single proposer can submit. A complete proposal package consists of the following required proposal items, as further detailed in the Proposal Checklist and Instructions below.

Proposal Submission Materials:

Completeness Components:

1. Designation of Confidential and Proprietary Information (DOA-3027)
2. Proposer Compliance Certification Statement
3. Preliminary Site Agreement Form

Technical Compliance:

4. Project Technical Compliance Information
5. Utility Coordination Form
6. Environmental Readiness Questionnaire
7. Site Plan and Design Information
8. Proposal Budget and Financial Requirements Documentation

Narrative Components:

9. Project Approach and Responsiveness Narrative
10. Project Team Qualifications
11. Additional Supporting Documentation

APPENDIX B

Standard Terms and Conditions

Outlined on the following pages in Appendix B are the standard terms and conditions that will apply to contracts awarded through this RFP. These terms and conditions may be applicable with the structure of the program.

Standard Terms And Conditions (Request For Bids / Proposals)

- 1.0 SPECIFICATIONS:** The specifications in this request are the minimum acceptable. When specific manufacturer and model numbers are used, they are to establish a design, type of construction, quality, functional capability and/or performance level desired. When alternates are bid/proposed, they must be identified by manufacturer, stock number, and such other information necessary to establish equivalency. The State of Wisconsin shall be the sole judge of equivalency. Bidders/proposers are cautioned to avoid bidding alternates to the specifications which may result in rejection of their bid/proposal.
- 2.0 DEVIATIONS AND EXCEPTIONS:** Deviations and exceptions from original text, terms, conditions, or specifications shall be described fully, on the bidder's/proposer's letterhead, signed, and attached to the request. In the absence of such statement, the bid/proposal shall be accepted as in strict compliance with all terms, conditions, and specifications and the bidders/proposers shall be held liable.
- 3.0 QUALITY:** Unless otherwise indicated in the request, all material shall be first quality. Items which are used, demonstrators, obsolete, seconds, or which have been discontinued are unacceptable without prior written approval by the State of Wisconsin.
- 4.0 QUANTITIES:** The quantities shown on this request are based on estimated needs. The state reserves the right to increase or decrease quantities to meet actual needs.
- 5.0 DELIVERY:** Deliveries shall be F.O.B. destination freight prepaid and included unless otherwise specified.
- 6.0 PRICING AND DISCOUNT:** The State of Wisconsin qualifies for governmental discounts and its educational institutions also qualify for educational discounts. Unit prices shall reflect these discounts.
- 6.1** Unit prices shown on the bid/proposal or contract shall be the price per unit of sale (e.g., gal., cs., doz., ea.) as stated on the request or contract. For any given item, the quantity multiplied by the unit price shall establish the extended price, the unit price shall govern in the bid/proposal evaluation and contract administration.
- 6.2** Prices established in continuing agreements and term contracts may be lowered due to general market conditions, but prices shall not be subject to increase for ninety (90) calendar days from the date of award. Any increase proposed shall be submitted to the contracting agency thirty (30) calendar days before the proposed effective date of the price increase, and shall be limited to fully documented cost increases to the contractor which are demonstrated to be industrywide. The conditions under which price increases may be granted shall be expressed in bid/proposal documents and contracts or agreements.
- 6.3** In determination of award, discounts for early payment will only be considered when all other conditions are equal and when payment terms allow at least fifteen (15) days, providing the discount terms are deemed favorable. All payment terms must allow the option of net thirty (30).
- 7.0 UNFAIR SALES ACT:** Prices quoted to the State of Wisconsin are not governed by the Unfair Sales Act.
- 8.0 ACCEPTANCE-REJECTION:** The State of Wisconsin reserves the right to accept or reject any or all bids/proposals, to waive any technicality in any bid/proposal submitted, and to accept any part of a bid/proposal as deemed to be in the best interests of the State of Wisconsin.
- Bids/proposals MUST be date and time stamped by the soliciting purchasing office on or before the date and time that the bid/proposal is due. Bids/proposals date and time stamped in another office will be rejected. Receipt of a bid/proposal by the mail system does not constitute receipt of a bid/proposal by the purchasing office.
- 9.0 METHOD OF AWARD:** Award shall be made to the lowest responsible, responsive bidder unless otherwise specified.
- 10.0 ORDERING:** Purchase orders or releases via purchasing cards shall be placed directly to the contractor by an authorized agency. No other purchase orders are authorized.
- 11.0 PAYMENT TERMS AND INVOICING:** The State of Wisconsin normally will pay properly submitted vendor invoices within thirty (30) days of receipt providing goods and/or services have been delivered, installed (if required), and accepted as specified.
- Invoices presented for payment must be submitted in accordance with instructions contained on the purchase order including reference to purchase order number and submittal to the correct address for processing.
- A good faith dispute creates an exception to prompt payment.
- 12.0 TAXES:** The State of Wisconsin and its agencies are exempt from payment of all federal tax and Wisconsin state and local taxes on its purchases except Wisconsin excise taxes as described below.
- The State of Wisconsin, including all its agencies, is required to pay the Wisconsin excise or occupation tax on its purchase of beer, liquor, wine, cigarettes, tobacco products, motor vehicle fuel and general aviation fuel. However, it is exempt from payment of Wisconsin sales or use tax on its purchases. The State of Wisconsin may be subject to other states' taxes on its purchases in that state depending on the laws of that state. Contractors performing construction activities are required to pay state use tax on the cost of materials.
- 13.0 GUARANTEED DELIVERY:** Failure of the contractor to adhere to delivery schedules as specified or to promptly replace rejected materials shall render the contractor liable for all costs in excess of the contract price when alternate procurement is necessary. Excess costs shall include the administrative costs.
- 14.0 ENTIRE AGREEMENT:** These Standard Terms and Conditions shall apply to any contract or order awarded as a result of this request except where special requirements are stated elsewhere in the request; in such cases, the special requirements shall apply. Further, the written contract and/or order with referenced parts and attachments shall constitute

the entire agreement and no other terms and conditions in any document, acceptance, or acknowledgment shall be effective or binding unless expressly agreed to in writing by the contracting authority.

15.0 APPLICABLE LAW AND COMPLIANCE: This contract shall be governed under the laws of the State of Wisconsin. The contractor shall at all times comply with and observe all federal and state laws, local laws, ordinances, and regulations which are in effect during the period of this contract and which in any manner affect the work or its conduct. The State of Wisconsin reserves the right to cancel this contract if the contractor fails to follow the requirements of s. 77.66, Wis. Stats., and related statutes regarding certification for collection of sales and use tax. The State of Wisconsin also reserves the right to cancel this contract with any federally debarred contractor or a contractor that is presently identified on the list of parties excluded from federal procurement and non-procurement contracts.

16.0 ANTITRUST ASSIGNMENT: The contractor and the State of Wisconsin recognize that in actual economic practice, overcharges resulting from antitrust violations are in fact usually borne by the State of Wisconsin (purchaser). Therefore, the contractor hereby assigns to the State of Wisconsin any and all claims for such overcharges as to goods, materials or services purchased in connection with this contract.

17.0 ASSIGNMENT: No right or duty in whole or in part of the contractor under this contract may be assigned or delegated without the prior written consent of the State of Wisconsin.

18.0 WORK CENTER CRITERIA: A work center must be certified under s. 16.752, Wis. Stats., and must ensure that when engaged in the production of materials, supplies or equipment or the performance of contractual services, not less than seventy-five percent (75%) of the total hours of direct labor are performed by severely handicapped individuals.

19.0 NONDISCRIMINATION / AFFIRMATIVE ACTION: In connection with the performance of work under this contract, the contractor agrees not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability as defined in s. 51.01(5), Wis. Stats., sexual orientation as defined in s. 111.32(13m), Wis. Stats., or national origin. This provision shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. Except with respect to sexual orientation, the contractor further agrees to take affirmative action to ensure equal employment opportunities.

19.1 Contracts estimated to be over fifty thousand dollars (\$50,000) require the submission of a written affirmative action plan by the contractor. An exemption occurs from this requirement if the contractor has a workforce of less than fifty (50) employees. Within fifteen (15) working days after the contract is awarded, the contractor must submit the plan to the contracting state agency for approval. Instructions on preparing the plan and technical assistance regarding this clause are available from the contracting state agency.

19.2 The contractor agrees to post in conspicuous places, available for employees and applicants for employ-

ment, a notice to be provided by the contracting state agency that sets forth the provisions of the State of Wisconsin's nondiscrimination law.

19.3 Failure to comply with the conditions of this clause may result in the contractor's becoming declared an "ineligible" contractor, termination of the contract, or withholding of payment.

20.0 PATENT INFRINGEMENT: The contractor selling to the State of Wisconsin the articles described herein guarantees the articles were manufactured or produced in accordance with applicable federal labor laws. Further, that the sale or use of the articles described herein will not infringe any United States patent. The contractor covenants that it will at its own expense defend every suit which shall be brought against the State of Wisconsin (provided that such contractor is promptly notified of such suit, and all papers therein are delivered to it) for any alleged infringement of any patent by reason of the sale or use of such articles, and agrees that it will pay all costs, damages, and profits recoverable in any such suit.

21.0 SAFETY REQUIREMENTS: All materials, equipment, and supplies provided to the State of Wisconsin must comply fully with all safety requirements as set forth by the Wisconsin Administrative Code and all applicable OSHA Standards.

22.0 WARRANTY: Unless otherwise specifically stated by the bidder/proposer, equipment purchased as a result of this request shall be warranted against defects by the bidder/proposer for one (1) year from date of receipt. The equipment manufacturer's standard warranty shall apply as a minimum and must be honored by the contractor.

23.0 INSURANCE RESPONSIBILITY: The contractor performing services for the State of Wisconsin shall:

23.1 Maintain worker's compensation insurance as required by Wisconsin Statutes, for all employees engaged in the work.

23.2 Maintain commercial liability, bodily injury and property damage insurance against any claim(s) which might occur in carrying out this agreement/contract. Minimum coverage shall be one million dollars (\$1,000,000) liability for bodily injury and property damage including products liability and completed operations. Provide motor vehicle insurance for all owned, non-owned and hired vehicles that are used in carrying out this contract. Minimum coverage shall be one million dollars (\$1,000,000) per occurrence combined single limit for automobile liability and property damage.

23.3 The state reserves the right to require higher or lower limits where warranted.

24.0 CANCELLATION: The State of Wisconsin reserves the right to cancel any contract in whole or in part without penalty due to nonappropriation of funds or for failure of the contractor to comply with terms, conditions, and specifications of this contract.

25.0 VENDOR TAX DELINQUENCY: Vendors who have a delinquent Wisconsin tax liability may have their payments offset by the State of Wisconsin.

26.0 PUBLIC RECORDS ACCESS: It is the intention of the state to maintain an open and public process in the solicitation,

submission, review, and approval of procurement activities. Bid/proposal openings are public unless otherwise specified. Records may not be available for public inspection prior to issuance of the notice of intent to award or the award of the contract. Pursuant to §19.36 (3), Wis. Stats., all records of the contractor that are produced or collected under this contract are subject to disclosure pursuant to a public records request. Upon receipt of notice from the State of Wisconsin of a public records request for records produced or collected under this contract, the contractor shall provide the requested records to the contracting agency. The contractor, following final payment, shall retain all records produced or collected under this contract for six (6) years.

27.0 PROPRIETARY INFORMATION: Any restrictions on the use of data contained within a request, must be clearly stated in the bid/proposal itself. Proprietary information submitted in response to a request will be handled in accordance with applicable State of Wisconsin procurement regulations and the Wisconsin public records law. Proprietary restrictions normally are not accepted. However, when accepted, it is the vendor's responsibility to defend the determination in the event of an appeal or litigation.

27.1 Data contained in a bid/proposal, all documentation provided therein, and innovations developed as a result of the contracted commodities or services cannot be copyrighted or patented. All data, documentation, and innovations become the property of the State of Wisconsin.

27.2 Any material submitted by the vendor in response to this request that the vendor considers confidential and proprietary information and which qualifies as a trade secret, as provided in s. 19.36(5), Wis. Stats., or material which can be kept confidential under the Wisconsin public records law, must be identified on a Designation of Confidential and Proprietary Information form (DOA-3027). Bidders/proposers may request the form if it is not part of the Request for Bid/Request for Proposal package. Bid/proposal prices cannot be held confidential.

28.0 DISCLOSURE: If a state public official (s. 19.42, Wis. Stats.), a member of a state public official's immediate family, or any organization in which a state public official or a member of the official's immediate family owns or controls a ten percent (10%) interest, is a party to this agreement, and if this agreement involves payment of more than three thousand dollars (\$3,000) within a twelve (12) month period, this contract is voidable by the state unless appropriate disclosure is made according to s. 19.45(6), Wis. Stats., before signing the contract. Disclosure must be made to the State of Wisconsin Ethics Board, 44 East Mifflin Street, Suite 601, Madison, Wisconsin 53703 (Telephone 608-266-8123).

State classified and former employees and certain University of Wisconsin faculty/staff are subject to separate disclosure requirements, s. 16.417, Wis. Stats.

29.0 RECYCLED MATERIALS: The State of Wisconsin is required to purchase products incorporating recycled materials whenever technically and economically feasible. Bidders are encouraged to bid products with recycled content which meet specifications.

30.0 MATERIAL SAFETY DATA SHEET: If any item(s) on an order(s) resulting from this award(s) is a hazardous chemical, as defined under 29CFR 1910.1200, provide one (1)

copy of a Material Safety Data Sheet for each item with the shipped container(s) and one (1) copy with the invoice(s).

31.0 PROMOTIONAL ADVERTISING / NEWS RELEASES: Reference to or use of the State of Wisconsin, any of its departments, agencies or other subunits, or any state official or employee for commercial promotion is prohibited. News releases pertaining to this procurement shall not be made without prior approval of the State of Wisconsin. Release of broadcast e-mails pertaining to this procurement shall not be made without prior written authorization of the contracting agency.

32.0 HOLD HARMLESS: The contractor will indemnify and save harmless the State of Wisconsin and all of its officers, agents and employees from all suits, actions, or claims of any character brought for or on account of any injuries or damages received by any persons or property resulting from the operations of the contractor, or of any of its contractors, in prosecuting work under this agreement.

33.0 FOREIGN CORPORATION: A foreign corporation (any corporation other than a Wisconsin corporation) which becomes a party to this Agreement is required to conform to all the requirements of Chapter 180, Wis. Stats., relating to a foreign corporation and must possess a certificate of authority from the Wisconsin Department of Financial Institutions, unless the corporation is transacting business in interstate commerce or is otherwise exempt from the requirement of obtaining a certificate of authority. Any foreign corporation which desires to apply for a certificate of authority should contact the Department of Financial Institutions, Division of Corporation, P. O. Box 7846, Madison, WI 53707-7846; telephone (608) 261-7577.

34.0 WORK CENTER PROGRAM: The successful bidder/proposer shall agree to implement processes that allow the State agencies, including the University of Wisconsin System, to satisfy the State's obligation to purchase goods and services produced by work centers certified under the State Use Law, s.16.752, Wis. Stat. This shall result in requiring the successful bidder/proposer to include products provided by work centers in its catalog for State agencies and campuses or to block the sale of comparable items to State agencies and campuses.

35.0 FORCE MAJEURE: Neither party shall be in default by reason of any failure in performance of this Agreement in accordance with reasonable control and without fault or negligence on their part. Such causes may include, but are not restricted to, acts of nature or the public enemy, acts of the government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes and unusually severe weather, but in every case the failure to perform such must be beyond the reasonable control and without the fault or negligence of the party.

APPENDIX C

Acronyms and Definitions

ACRONYMS

Abbreviation / Acronym	Definition
23 CFR 680	National Electric Vehicle Infrastructure Standards and Requirements
AFC	Alternative Fuel Corridors
ADA	Americans with Disabilities Act
BIL	Bipartisan Infrastructure Law
CCS	Combined Charging System
CFR	Code of Federal Regulations
DCFC	Direct Current Fast Charger
DER	Distributed Energy Resources
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
FHWA	Federal Highway Administration
FFY	Federal Fiscal Year
NACS	North American Charging Standard
NEPA	National Environmental Policy Act
NEVI	National Electric Vehicle Infrastructure Program
NoA	Notice of Acceptance
NoC	Notice of Completion
NoS	Notice of Selection
NTP	Notice to Proceed
O&M	Operations and Maintenance
Q&A	Questions and Answers
RFP	Request for Proposal
USDOT	United States Department of Transportation
WEVI	Wisconsin Electric Vehicle Infrastructure
WisDOT	Wisconsin Department of Transportation