

REQUEST FOR INFORMATION (RFI)
Wisconsin Electric Vehicle Infrastructure (WEVI) Program
Community & Destination Charging Stations
Responses Due: Thursday, August 6, 2026

1. INTENT/SUMMARY OF SCOPE

The Wisconsin Department of Transportation (WisDOT) is seeking information and ideas from qualified entities (Respondents). The department is exploring options to support the development of electric vehicle (EV) charging stations for communities and destinations throughout the state.

WisDOT is interested in receiving information (including but not limited to comments, questions, recommendations, white papers, tools, case studies, information, ideas, and references) that will help explore EV infrastructure for both urban and rural areas of Wisconsin.

More specifically, this RFI aims to help WisDOT understand:

1. The key opportunities and barriers around the deployment of charging infrastructure for urban, rural, and tourist destinations in Wisconsin.
2. Best practices for successful implementation of community and destination charging projects.
3. Potential partnerships, funding allocations, and other resources that will enable communities to invest in adequate charging infrastructure.

Responses to this RFI are for informational purposes only. WisDOT will review responses and may use them to explore future initiatives. This RFI is not a substitute for a competitive procurement process or grant announcement, nor will it result in a contract.

Questions concerning this RFI may be sent to TransportationElectrification@dot.wi.gov.

Interested parties are encouraged to submit email responses to:
DOTWEVIProjectDevelopment@dot.wi.gov. Emailed responses are strongly preferred.

Hard copy responses may be sent to the following address and must be received by the program prior to the deadline:

WEVI Community & Destination Charging RFI
Wisconsin Department of Transportation
Division of Budget & Strategic Initiatives
4822 Madison Yards Way
PO Box 7910



Madison, WI 53707-7910

The receipt of an RFI response from a respondent does not imply any contractual obligation or competitive solicitation on the part of the state, nor does it create any further obligation by the state.

RFI respondents should organize and present the response using the applicable question numbers noted in the RFI. Information received in response to this RFI that is marked “proprietary” (via the form DOA-3027 Designation of Confidential and Proprietary Information) will be handled accordingly. Information will only be kept confidential to the extent allowed by State of Wisconsin Public Disclosure Law. You can access the DOA-3027 form directly from the Wisconsin Department of Administration (DOA) [website](#).

The state shall not be responsible for any costs incurred by a respondent related to this RFI. Such costs include related activities such as demonstrations and/or presentations. All RFI responses become the property of the state upon receipt and are subject to the state’s public records laws.

If you intend to hand-deliver your response, be aware that WisDOT has established security policies and procedures at the 4822 Madison Yards Way, 9th Floor address in Madison. There is a security checkpoint in the first-floor lobby. All visitors are required to provide current identification and sign in for a visitor’s pass. Security personnel will call the intended state employee prior to the visitor being allowed to proceed to their destination in the building.

2. BACKGROUND

The Wisconsin Electric Vehicle Infrastructure (WEVI) Program vision is to develop an interconnected electric vehicle transportation charging network that facilitates the safe movement of people and goods throughout Wisconsin. Wisconsin was apportioned \$78.65 million under the National Electric Vehicle Infrastructure (NEVI) Program in 2021, through the Infrastructure Investment and Jobs Act (IIJA). NEVI lays the groundwork to build out a national network of EV charging stations.

The objectives of the WEVI Plan include:

- **Equity:** Ensure equitable distribution of benefits that improve access for all populations, including rural and underserved communities in Wisconsin.
- **Partnership:** Optimize the NEVI Program funding by building and strengthening partnerships.
- **Connectivity:** Develop a robust, interconnected charging network that reduces range anxiety and meets the state’s growing charging needs.



- **Safety:** Employ robust safety standards that ensure all funded infrastructure is safe and reliable for travelers in Wisconsin.
- **Accountability:** Establish performance monitoring and data analytics practices to inform and improve operations and investment.

WEVI Plan goals include:

1. Establish a network of publicly accessible charging stations on Wisconsin's interstates, Alternative Fuel Corridors (AFCs), and regional routes of significance.
2. Continue stakeholder collaboration to inform planning, deployments, program evaluation, and annual plan updates.
3. Integrate EV charging infrastructure across the state including urban, rural, and suburban areas and historically underserved communities.
4. Leverage funding and partnerships to adapt the state's transportation infrastructure to facilitate electrified transportation.

In May 2024, WisDOT announced the first round of charging stations awarded through the WEVI Program at 52 sites along the state's Alternative Fuel Corridors (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.

3. ELIGIBILITY CRITERIA

The RFI is seeking responses from all interested stakeholders. Specifically, this RFI welcomes input from entities, organizations, and individuals including:

- Electric vehicle technical assistance providers and other related consultants
- Subject matter experts and entities with expertise on charging infrastructure installation and best practices, including research institutions
- Manufacturers and installers of electric vehicle charging infrastructure
- Network service providers for electric vehicle charging stations
- Utility providers and operators
- Environmental and other public policy-focused organizations
- Jurisdictional and regulatory representatives

Qualified entities do not need to be located within the State of Wisconsin to provide a response.

4. RFI RESPONSE QUESTIONS

In submitting responses to this RFI, respondents are encouraged to answer any questions they consider relevant to the best of their ability. Respondents do not need to answer all

questions for their response to be considered. Answers are understood to be preliminary and non-binding. Respondents are free to go beyond the scope of the questions and/or structure responses as necessary to increase clarity and efficiency of responses.

Respondents should also feel free to submit additional or alternate information as deemed necessary and appropriate. The questions within this RFI are intended to garner feedback on potential programs and priorities, as well as solicit general information from relevant stakeholders.

1. Please provide information on you/your entity's background (name, location, organization/business type and size), your interest in EVs, the products or services you offer, and other pertinent information. Please include contact name(s) and information for EV or Electric Vehicle Charging Station (EVCS) topics.
2. Are you or your organization involved in installing EVCS? If so, what type and where?
 - a. Please describe the process you use to install EVCS and any barriers you encounter.
3. Please describe how timelines, costs, and other considerations related to charging infrastructure might impact decision-making related to community and destination charging.
4. Community and destination charging is limited by [2023 Wisconsin Act 121](#) which creates several restrictions for state and local governments who wish to construct and utilize EV charging stations. The act broadly prohibits local governments from owning, operating, managing, or leasing a Level 1, Level 2, or Level 3 EV charging station, but creates certain exceptions, including:
 - Local Government Vehicles Only: A local government can own, operate, manage, or lease chargers if they are used solely to charge their own vehicles.
 - Pre-March 22, 2024, Public Chargers: Local governments can continue to operate Level 1 or Level 2 chargers that were available to the public for free before this date.
 - Post-March 22, 2024, Public Chargers: Local governments can operate Level 1 or Level 2 chargers installed after this date, provided they charge a "reasonable fee" for the electricity used.
 - Third-Party Operation: Local governments can allow an electric utility, cooperative, or other authorized entity to operate a Level 1, Level 2, or Level 3 charger that is available to the public on property owned by the local governmental unit, if a "reasonable fee" is charged for the electricity.

Should funds be prioritized among eligible installation locations? If so, how?



5. How should charging station locations be determined or prioritized? Should WisDOT determine or prioritize locations? Should grant applicants determine or prioritize locations?
6. How many, what type and where would you recommend additional charging stations be installed in Wisconsin? (e.g. charging level, highway corridors, city centers, workplaces, educational institutions, etc.)
7. What specialized hardware configurations (e.g., pole-mounted, retractable, or streetlight-integrated Level 2 chargers) do you recommend to minimize sidewalk clutter in high-density urban residential zones?
8. What are the financial (e.g. installation and/or maintenance costs, electrical infrastructure upgrade costs, etc.) and non-financial barriers (e.g. installation and utility coordination timelines, lack of in-house expertise with electric vehicle charging projects/software, etc.) to purchasing electric vehicle chargers for communities and tourist destinations in Wisconsin?
 - a. How would you recommend WisDOT take action to address these barriers?
9. Where is the greatest market need for additional charging infrastructure (e.g. publicly available depot style charging, private parking lots, warehouse facilities, ports, mobile solutions, etc.)?
 - a. What are factors your business would consider when evaluating different charging options (e.g. accessibility, distance, charging time, etc.)?
10. What are the factors related to charging infrastructure adoption that are unique to charging sites located in Wisconsin communities, if any?
11. What programmatic or strategic approaches help stimulate utilization and build awareness of new public charging assets among local residents, particularly in historically underserved neighborhoods with lower initial EV adoption rates?
12. What specific types of existing rural host locations (e.g., municipal parks, local main street businesses, agricultural cooperatives, or state park trailheads) offer the best synergy for driver dwell-time and site security?
13. Because rural charging sites are often isolated and unmonitored at night, what geographic or spatial planning factors (e.g., proximity to 24/7 businesses, line-of-sight from main roads) most effectively address driver safety concerns?

14. When comparing potential rural locations, how should WisDOT balance the benefit of a highly visible tourist spot versus the high capital cost of trenching power from a distant utility substation or three-phase power line?
15. To prevent overbuilding in low-utilization rural areas, what modular site layout strategies allow a community to start with minimal infrastructure (e.g., one Level 2 or low-output Direct Current Fast Chargers (DCFC)) but scale up seamlessly as demand dictates?
16. In rural areas or remote tourist destinations where the existing electrical grid capacity is weak or highly constrained, what alternative infrastructure models (such as localized storage, unique power-sharing configurations, or staggered deployments) do you recommend?
17. For tourist destinations experiencing extreme surges in summer/winter traffic but low utilization during the off-season, what operational or financial frameworks prevent the infrastructure from becoming a financial drain during dormant months?
18. How can a community best structure its parking policies, physical signage, or software configurations to mitigate conflicts between EV drivers needing a charge and traditional internal combustion engine (ICE) vehicles requiring parking in high-demand business districts?
19. What systemic factors most frequently contribute to public charging infrastructure downtime, and what strategies, diagnostic frameworks, or supply-chain logistics can be deployed to mitigate these failures proactively?
20. Public community infrastructure is uniquely vulnerable to harsh weather, heavy use, and vandalism (such as cable theft or screen damage). What design principles or material selections effectively safeguard equipment longevity in unmonitored public spaces?
21. Provide cost estimate ranges for equipment and standard installation of dual port EVCS (J1772, CCS, North American Charging System (NACS) or combination thereof) for the following specifications (for confidential or proprietary information complete form DOA-3027). Generalizations or averages are acceptable.

Station Level	Location	Cost Range Estimate	
		Low \$	High \$
2	Workplace or multi-unit dwelling, surface lot	\$	\$
2	Workplace or multi-unit dwelling, multi-level structure (e.g. urban parking garage)	\$	\$
2	Public surface parking lot	\$	\$

2	Fleet location (e.g. supporting municipal light duty EV fleet)	\$	\$
3 DCF	Adjacent to highway corridor (e.g. convenience store near highway interchange)	\$	\$
3 DCF	Urban area (e.g. parking lot within city or village commercial area)	\$	\$
3 DCF	Destination site (e.g. tourist attraction)	\$	\$

22. What are the opportunities and challenges associated with installing on-site clean energy generation and/or battery storage equipment to supply power to electric vehicle chargers?
23. Please describe any other innovative approaches to community and destination charging transportation that you would like WisDOT to consider for future programs.
24. Briefly, please share any additional thoughts regarding EV charging stations that are not encompassed in your responses to the questions above.