

**Wisconsin Electric Vehicle Infrastructure (WEVI) Program
Connecting Corridors
RFP Questions and Answers
July 3, 2026**

For additional details and information, please see the [FHWA National Electric Vehicle Infrastructure \(NEVI\) Program](#), [NEVI Formula Program Final Rule](#), the [Wisconsin Electric Vehicle Infrastructure \(WEVI\) Connecting Corridors RFP](#) and [Submission Package](#), and the [2025 WEVI Infrastructure Plan](#). 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 NEVI program per emerging state and federal perspectives. As a result, WisDOT reserves the right to modify responses in the future.

If you have any additional questions, please email transportationelectrification@dot.wi.gov. Questions regarding the RFP should contain the subject line: "WEVI Connecting Corridors RFP Comment." The department cannot guarantee that all questions will be answered prior to the application closing date of **July 24, 2026, at 11:59 p.m. Central Time**.

A. Funding Eligibility and Use

- 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 Connecting Corridors RFP Submission Package. Each site can only be awarded up to 80% of eligible expenses. For each site, the project grantee must provide a minimum 20% of the total eligible cost. There is no limit to the total sum of awards per applicant.

- 2. Question: Could WisDOT please share the amount of funding they hope to award under this Connecting Corridors RFP?**

Answer: Wisconsin currently has approximately \$40 million available in unobligated funds for the WEVI program. WisDOT has not set a specific total amount of grant funding for the Connecting Corridors RFP.

- 3. Are sites that are under development eligible for funding? For example, sites that are not open for business but are in the process of being developed.**

Answer: Sites that received WEVI funding under Round 1 or Round 1.5 are not eligible for WEVI Connecting Corridors funding. Other sites that are under development (or construction) and did not receive funding under Round 1 or Round 1.5 remain eligible for consideration. Any work performed prior to an executed grant agreement is not eligible for funding reimbursement.



4. Question: Is there a minimum or maximum total award size established per applicant?

Answer: No. For each site, the project grantee must provide a minimum 20% of the total eligible cost. There is no limit to the total sum of awards per applicant.

5. Would WisDOT consider allowing utility demand charges to qualify as an eligible expense under the program?

Answer: At this time demand charges will not qualify as an eligible expense and will not be reimbursed through the WEVI Program.

6. I would appreciate clarification regarding eligible project locations. My understanding of the RFP is that any location within Wisconsin is eligible under this funding opportunity. Could WisDOT please confirm whether that interpretation is correct?

Answer: The WEVI Connecting Corridors RFP does not restrict applicants in site selection. If an applicant has a competitive proposal that is along Wisconsin's Alternative Fuel Corridors (AFC) system or along a different highway corridor, WisDOT will accept and review those proposals provided they meet NEVI standards.

7. Could WisDOT please clarify whether a "priority exit" is intended to mean the same thing as a "priority site location," or whether those terms represent different eligibility or scoring considerations under the RFP?

Answer: In the WEVI Connecting Corridors RFP, "priority exit" and "priority location" are used interchangeably.

B. Application Requirements & Process

1. I am interested in adding EV chargers at my business, how would I begin the proposal process?

Answer: Start by reviewing the WEVI Connecting Corridors RFP, which is available on the Wisconsin electrification [website](#). If you wish to apply, submit a proposal using the WEVI Connecting Corridors Submission package, also found on the website. An applicant can submit proposals for as many site locations as they want. Proposers must submit a full, complete, unique proposal package for each proposed site. For example, if you plan to apply for ten sites, you will need to complete an individual package for each one.

2. Question: What amenity requirements will be included in the WEVI Corridor Program?

Answer: The Federal Highway Administration (FHWA) guidance clarifies that after achieving "fully built out" certification for Alternative Fuel Corridors (AFCs), sites can be built and operated under different standards than the initial AFC buildout, including the requirement for 24-hour availability. The WEVI Connecting Corridors RFP does not require that a charging station be open 24 hours a day, seven days a week, 365 days a year if it is not located along an AFC system. A charging station must

be open for the same number of hours as the business hosting it. If a proposed charging station will be accessible outside regular business hours, it will receive a higher score during the review and evaluation of proposals. For further information regarding amenities and how they are scored, please review the scoring matrix presented in Table 11-1: Scoring Components in the WEVI Connecting Corridors [RFP](#).

3. Question: How far can a proposed station be from an indicated corridor?

Answer: The scoring matrix gives higher priority to locations that are either 1.5 miles off any of the priority corridors identified in Figure 5-1: Wisconsin's Eligible EV Charging Station Corridors and Priority Interchanges of the WEVI Connecting Corridors [RFP](#), or up to 2.5 miles off a lower-priority corridor. Sites beyond these initial thresholds and up to five miles from an exit will receive lower scores. WisDOT will review and score applications that are more than five miles off the system. For example, if there is a strong proposal along the state's Alternative Fuel Corridor (AFC) system or another highway corridor, WisDOT will consider it if it meets NEVI standards. For additional information, please see Section 5- EV CHARGING STATION LOCATIONS in the WEVI Connecting Corridors [RFP](#).

4. Question: What is the requirement for plug type per stall or per port? Are there a recommended # of CCS/NACS plugs?

Answer: A minimum of four ports is required. The requirements of [23 CFR 680](#) must be met, including that 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. If you intend to have more than four ports at your charging site, then each of those ports must have a permanently attached CCS Type 1 connector. WisDOT has made North American Charging Standard (NACS) connectors a scoreable component for the WEVI Connecting Corridors program, so inclusion of NACS connectors will strengthen a submitted proposal during the evaluation process but is not required. Also, please note that CHAdeMO connectors are not eligible for funding.

5. Question: Does WEVI accept mixed vendors?

Answer: Yes, if "mixed vendor" means using multiple equipment suppliers in a single charging network to ensure open access, interoperability, and compliance with federal standards.

6. Question: When will fillable Excel/Word templates for Budget, Environmental, Utility Coordination be released? Can they be sent to all applicants who emailed TransportationElectrification@dot.wi.gov?

Answer: A fillable template covering these items is available on the Wisconsin electrification website as part of the WEVI Connecting Corridors Submission [Package](#). WisDOT will not send these documents to applicants.

7. Question: What simultaneous power level per port is required for sites that are not located on nor designed to serve users of federally-designated AFCs?



Answer: Each DCFC charging port must support output voltages between 250 volts DC and 920 volts DC. Lower-tier DC fast chargers (under 150-kW) are allowed under the WEVI Connecting Corridors program as long as they comply with all federal requirements under [23 CFR 680](#). See pages 11-12 of the WEVI Connecting Corridors Submission Packet.

8. **Question:** On page 14 of the submission packet, there is a checklist for the utility coordination form. "New Service (no existing line)" - check yes or no and "Existing Service line" check yes or no. My question is, what is the difference between these two?

Answer: "New Service" means the utility is installing a brand-new service connection from the utility's mainline facility to the property. An "Existing Service line" means the property already has a utility connection in place. The utility will work with the existing line, possibly upgrading or modifying it, rather than installing a new one.

C. Site Design

1. **Question:** Is there a minimum and maximum port count for sites seeking funding under this RFP?

Answer: Each location is required to include a minimum of four charging ports and meet all NEVI compliance standards. There is no maximum number of ports. More than four ports can be funded if they meet the minimum requirements under [23 CFR 680](#). The WEVI Connecting Corridors submission packet provides information on pages 11-12, Section 4, PROJECT TECHNICAL COMPLIANCE, detailing 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.

2. **Question:** Will North American Charging Standard (NACS) connectors be required as part of the Corridor Program? If not, can they be included?

Answer: Proposals that include proprietary connectors (J3400, NACS) will receive additional points over those with combined charging system (CCS) connectors. All NEVI funded chargers must include at least one permanently attached CCS Type 1 connector per port to be eligible for funding. Additional proprietary connectors (e.g., J3400) can be provided in addition to meeting the CCS requirement per port. Ports configured with only J3400 connectors would not qualify for NEVI funding.

3. **Question:** If utility needs 18-24 months for 16MW service upgrade, will WisDOT grant construction timeline extensions? What documentation from utility is required to prove delay?

Answer: It is not certain that a project under the WEVI Connecting Corridors RFP would have that power capability. If this were the case, WisDOT would work with the grantee and the utility to determine a timeline for getting a project up to sufficient power.

4. **Question:** Do applicants get extra scoring points for partnerships with Wisconsin technical colleges like Fox Valley Tech for EV technician training + maintenance jobs? What documentation is required?



Answer: If an applicant finds this information to be relevant to the project, include this in the appropriate narrative section of the WEVI Connecting Corridors Submission Package. Each proposal will be assessed on a scale of 1-100 with equal weighting based on four core evaluation categories, including Community Engagement and Involvement. Please review Table 11-1: Scored Components in the WEVI Connecting Corridors RFP. There is no documentation required.

5. **Question: With 58 acres available, what amenity types give highest scoring - truck parking, showers, food, driver lounge? Is there a minimum square footage requirement? Or minimum truck spaces required for full points?**

Answer: The Priority Amenities category presented in Table 11-1: Scored Components of the WEVI Connecting Corridors RFP are the amenities that WisDOT will emphasize when reviewing and evaluating proposals. However, some of the amenities mentioned in this question may be of relevance as an additional consideration which is discussed in Section 10.3 Step 3: Additional Considerations of the WEVI Connecting Corridors RFP.

6. **Question: Can WisDOT clarify why onsite energy storage is an ineligible cost when storage is an eligible cost under 23 CFR 680?**

Answer: Sites incorporating Battery Energy Storage Systems (BESS) are now eligible for reimbursement under the WEVI Connecting Corridors RFP. However, state law excludes on-site renewable energy equipment, like solar arrays, from eligibility for reimbursement. Please note that BESS increases the capital costs for deploying EV charging stations, which should be weighed against potential benefits before applying. WisDOT will evaluate applications, in part, based on cost and encourages applicants to explore cost-mitigation strategies first, including discussions with the relevant utility.

7. **How does the WEVI Corridor Program treat Level 2 charging?**

Answer: WisDOT is currently focused on delivering direct current (DC) fast charging throughout the state and does not plan to solicit for Level 2 charging under this RFP.

8. **Can WisDOT clarify the basis for treating onsite energy storage as an ineligible cost? We'd note that storage is eligible under 23 CFR 680 and offers material benefits for rural corridor sites – reduced grid draw, faster installation timelines, and demand-charge mitigation that lowers cost-to-charge for drivers?**

Answer: Please see the response to Question 6 above.

D. Regulatory and Compliance

1. **Question: Given current federal uncertainty with the Waiver of Buy America Requirements for Electric Vehicle Chargers, can WisDOT please confirm the status of fund obligation for funds allocated to this RFP? If funds are not yet obligated, can WisDOT please provide clarity as to when they will be?**

Answer: Currently, WisDOT is unable to obligate funds for a WEVI project until the required National Environmental Policy Act (NEPA) evaluation for a proposed site is complete. WisDOT will strive to complete the NEPA process promptly.

- 2. Question: Can applicants build a site with 80% WEVI-funded BABA-compliant chargers and add additional stalls with private funds using non-BABA brands like Tesla/Alpitronic on the same parcel.**

Answer: If you are building a site with 80% federal funding under the NEVI program, the Buy America, Build America (BABA) compliance rules apply to the entire project — not just the portion funded by federal dollars. This means that all chargers installed on the site must meet BABA's domestic content requirements if they are part of a federally funded project. You cannot simply add non-BABA chargers (e.g., Tesla, Alpitronic) without ensuring they meet the U.S. content and assembly requirements.

- 3. Question: Do all chargers have to be made in America and manufactured in America?**

Answer: The Federal Highway Administration (FHWA) requires that any EV charger eligible for NEVI funding be assembled in the United States and that components manufactured in the U.S. must account for at least 55% of the total cost of all charger components.

- 4. Question: Is the 97% uptime requirement calculated per port, per site, or per network? What happens if 1MW MCS has longer downtime than 350kW during year 1? What are penalty clauses for missing uptime?**

Answer: The 97% uptime is calculated per port. The final grant agreement terms and conditions and the required Operations & Maintenance (O&M) plan will provide exact details on how the grantee is expected to achieve 97% uptime. 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.

- 5. Question: Does WisDOT handle all National Environmental Policy Act (NEPA) review and costs associated with it?**

Answer: WisDOT uses a Categorical Exclusion Checklist (CEC), and the preparation of the document is the grantee's responsibility. Therefore, the grantee may need to contract with a consultant to perform the work or conduct the review in-house to complete the CEC. WisDOT will fund the cost of preparation at the agreed amount, based on the federally funded reimbursement rate for the specific project. Additionally, Wisconsin requires compliance with the Wisconsin Environmental Policy Act, which mandates the completion of a Phase I hazardous materials assessment. WisDOT recommends that an applicant working with a site host ask whether the site host has an existing environmental site assessment or hazardous materials assessment that may satisfy this requirement.

- 6. Question: Is there a preferred BABA charging equipment list?**



Answer: EV chargers must comply with the applicable BABA requirements, including meeting the 55% domestic content threshold and final assembly in the United States. WisDOT does not publish a public list of BABA-compliant EVSE manufacturers. You can ask the EVSE manufacturer if their products are BABA-compliant and review product specifications.

7. Question: Once a proposal is approved, can the location of electric vehicle supply equipment (EVSE) placement on a site be modified?

Answer: Modification to the EVSE placement on the site is possible after notification of selection.

E. Cost Share and Incentives

1. Question: Can utility rebates or incentives be included in the 20% cost share?

Answer: Yes. Utility rebates and/or incentives can be used as a portion of the project company share as long as the rebate and/or incentive is not paid by the federal government. Cost share and matching must be in accordance with 2 CFR Part 200, Subpart D, Section 200.306.

2. Question: Can WEVI 80% reimbursement stack with 30% ITC tax credit + other federal funds, as long as total federal funding stays under 100% of project cost? Please confirm formula.

Answer: The Alternative Fuel Infrastructure Tax Credit includes a sunset provision. To qualify for the 30% tax credit, the property must be placed in service before July 1, 2026. Thus, Connecting Corridors RFP projects will not be eligible for the tax credit.

Additionally, projects can only be federally funded under the WEVI Program at a maximum of 80% of eligible project costs. Federal funds cannot be used under the minimum required 20% grantee match.

3. Question: What format of private equity commitment satisfies 20% match requirement? Is LOI from investor sufficient, or does WisDOT require executed term sheet?

Answer: WisDOT does not require a specific letter of intent or executed term sheet to demonstrate the required 20% private match from an applicant under the WEVI program.

F. Other

1. Question: Is there any sort of teaming partner list that will be published to connect prospective site hosts with charging operators?

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