



Wisconsin Electric Vehicle Infrastructure Program Round 1 RFP Questions and Answers [As of March 14, 2024]

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

Questions marked **NEW** or **UPDATED** have been added or revised since the last posting of this document.

A. [Project Budget/Location](#)

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

Answer: There is no maximum grant amount. WisDOT will award funding based on the specific funding requested in Section 8, PROPOSAL BUDGET AND FINANCIAL REQUIREMENTS DOCUMENTATION, beginning on page 18 of the WEVI Round 1 RFP Submission Package. Each site can only be awarded up to 80% of eligible expenses.

2. How much WEVI funding is made available now? Would it be ~\$15M (\$78M/5)?

Answer: WisDOT will receive approximately \$78 million in NEVI formula funds over five years beginning in federal fiscal year 2023. Currently, \$45,148,291 in NEVI formula funds has been apportioned to the state. WisDOT has not determined a specific amount to be awarded under the WEVI Round 1 RFP.

3. Does WisDOT intend to award all the available (3/5 cycles we believe are currently available) funds in the first award?

Answer: WisDOT has not determined a specific amount to be awarded under the WEVI Round 1 RFP.

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

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

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

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

6. “Public outreach and education” is listed as an eligible expense - what category should this go in for the Proposal Budget (page 18 of submission package)?

Answer: Public outreach and education is an eligible expense only in cases directly related to the EV charging station and the charging of an electric vehicle. General marketing outreach and education are not an eligible expense. Proposers may incorporate proposed outreach and education costs in the “Site Preparation and Construction” line item and further narrativize and explain the proposed engagement in the “Justice40 and Community Engagement” section of the proposal package.

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

Answer: Since the Program encourages private investment, EV charging stations using NEVI funds will not be built on publicly owned or managed properties. EV charging stations will be privately sited and privately owned, operated, and maintained. Governmental entities are not eligible to own or lease EV charging stations or be site hosts for a private company under the WEVI Round 1 RFP. Charging stations will not be located on WisDOT property, including highway rest stops, for various reasons, including restrictions on business use at these sites.

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

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

9. Please define the following under Site Plan: 2B(2) Termination Point, 2B(3) Nearest 3-phase source, 2D Compliant path of travel to where?, 2E(iv) On-site water system.

Answer: Applicants are requested to show:

- The utility demarcation point and first means of disconnect for power service, referred to as the termination point. Contact the local servicing utility for further information.
- The nearest location of the electric utility-owned three-phase transmission lines servicing the proposed site. Contact the local servicing utility for further information.
- The ADA-compliant path of travel from the EV charging station to the nearest facilities with amenities (i.e., restrooms, food, etc.).
- Any on-site water systems, such as water/sewer utilities, irrigation, etc., that may be in the path of trenching or EV charging station equipment installation.

10. Can you please provide clarity on Section 9 Project Approach and Responsiveness Narrative: “Detailed Budget Information”

- o Do these quotes have to include items which are not being requested as part of the grant?
- o Is a summary quote allowed or is it necessary to show a quote from each trade?

Answer: Applicants are requested to provide more narrative detail in Section 9 on the budget form provided in Section 8. It is unnecessary to include a narrative on budget items outside the proposal’s scope (i.e., items that will not involve any federal funding reimbursement or be cited as non-federal cost share). Section 9 also requests information based on costs detailed in the budget form in Section 8. Summary quotes are allowable as the basis of cost. However, applicants are asked to provide cost details in the budget template line items in Section 8 (page 18) of the submission package for clarity and consistency for WisDOT reviewers.

11. Can WisDOT please clarify how the RFP defines in relation to Figure 5-1 its three tiers of prioritization: “1) projects at priority site locations within coverage zones; 2) projects not in a priority site location but still in an EV charging station gap; and 3) projects on an EV AFC not in an EV charging station gap (i.e., redundant stations along EV AFCs).” For Tier 1, should the applicant interpret this as a 1 mile drive time around the priority site locations provided?

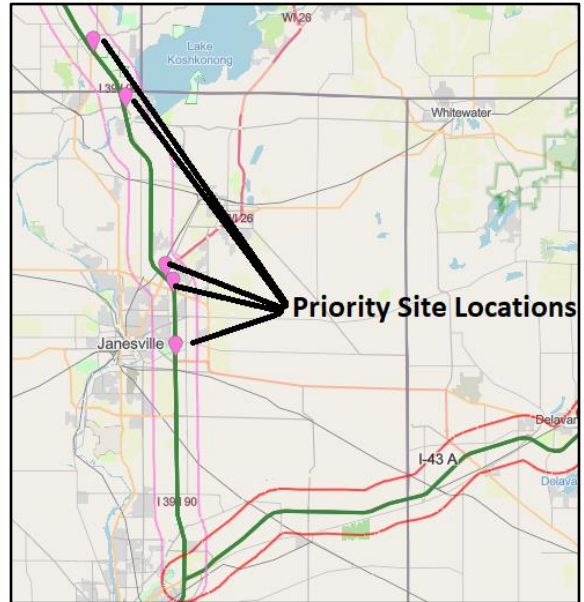
Answer: WisDOT will follow the 1-mile distance calculation described by the Joint Office of Energy and Transportation for any prospective site location, regardless of the tier it falls under. It is as follows:

“The 1-mile distance is the approximate driving distance from the intersection or interchange to the station location. The design of interchanges may vary significantly, but the following is a general example that can be used in determining distance:

The 1-mile distance may be measured from the end of the exit ramp or loop. In other words, where the ramp/loop intersects or merges with the adjoining road...whichever exit or ramp is nearest the station may be used.”

The following tiers will be assessed under the following manner in the scoring matrix, for a possibility of up to 25 points for the “Site Location” category:

- 1) **Projects at priority site locations within coverage zones (25 points):** These site locations are identified on the map featured on page 7 of the WEVI Round 1 RFP. The complete list of exits and intersections considered priority locations and their corresponding evaluation zone can be viewed on pages 9 and 10 of the [RFP](#). Finally, these locations are identified on the [WEVI Evaluation Zones and Priority Locations online mapping tool](#), as seen to the right.



- 2) **Projects not in a priority site location but still in an EV charging station gap (15 points):** These are site locations that are not at one of the identified priority site locations but are within an identified EV charging station gap and are within the evaluation zones seen on the mapping tool. Any location selected under this criteria must be within one travel mile of a designated Alternative Fuel Corridor.
- 3) **Projects on an EV AFC not in an EV charging station gap (i.e., redundant stations along EV AFCs) (0 Points):** There are two cases where these criteria will be utilized:
 - a. Locations in which there is already an identified NEVI Compliant Location within 25 miles in either direction of the proposed site location. On the mapping tool, these locations are areas with no identified evaluation zone yet are still along a designated Alternative Fuel Corridor and within one travel mile of an exit or intersection along the corridor.
 - b. Locations that are not priority locations and are more than 50 miles apart from the end of the next coverage area (evaluation zone). These are typically cases between a priority location and the end of a coverage area. Applicants are encouraged to use the measurement tool on the mapping site to ensure that a selected location is not more than fifty miles from the end of either of the adjacent evaluation zones.

12. I'm curious if the color of priority locations is what's being ranked 1-8? Otherwise what do the different colors on the map mean?

Answer: The colors are not a ranking and correspond to specific corridor evaluation zones. Each corridor on the map contains a series of colored pins representing the identified priority locations within an evaluation zone. The colors identify the different corridor groupings from which one charging station location can be chosen.

13. Priority Zone 1 in red on the map would be the most important or highest rated zones?

Answer: See answer to question A 12 above.

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

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

15. Are the current fossil fueling stations the preferred locations for the first round of EVs?

Answer: WEVI does not have a preferred type of site location. In designing the WEVI scoring criteria used to select electric vehicle charging sites, WisDOT attempted to ensure that the scoring criteria did not favor one type of specific business venue over another. For additional information, please see Section 11.2 STEP 2: SCORED COMPONENTS, specifically pages 17-18.

16. For a site specific location, can you submit a proposal for multiple chargers for the one location?

Clarification: Multiple ev chargers per location.

Answer: Proposers must apply for at least four 150kW ports per site and can propose more EV charging stations/ports per site than the minimum four required by NEVI. WisDOT's application packet provides a location on Section 4, TECHNICAL COMPLIANCE INFORMATION (WEVI Round 1 RFP Submission Package Page 10), to detail this information, as well as a budget narrative allowing proposers to share the \$/port proposed so each proposal can be evaluated consistently given the possibility of variable numbers of ports being proposed.

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

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

18. Can you please clarify what is meant by "signage on public right of way." Right of way located on the premises or right of way Specific Information Signs?

Answer: WisDOT intends to modify the current RFP to clarify this eligible expense. WisDOT only intends on-property signage as an eligible expense under the current RFP. WisDOT considers the signs on the property of the charging station to be "On-property (on-premises) signs," and they must meet the requirements on our webpage, [Wisconsin Department of Transportation On-property signs \(wisconsindot.gov\)](https://www.wisconsin.gov/transportation-on-property-signs). Further, it is recommended that funding recipients and businesses where on-property (on-premises) signage is to be provided be installed in coordination with local government ordinances and permitting requirements that may apply.

19. The map says that the applicants should avoid taking sites within 25 miles radius (pale yellow circles) from NEVI Compliant existing Charging stations (the red square), whereas we also see the priority locations zones' colorful dots within these pale-yellow circles. (Dots with red, orange, yellow, green, blue, purple, pink and light blue color) Example: Near Milwaukee pale yellow 25 miles radius circle, there is a big number of clusters of colorful dots representing priority locations zones. So should we take locations at these exits or should we avoid locations within these yellow circles?

Answer: WisDOT cannot provide direction on which site(s) you may want to submit a proposal. Proposals will be evaluated in accordance with the [NEVI Formula Program Final Rule](#) that requires EV charging stations to be located within one mile of an interstate exit or highway intersection and within fifty miles of the next charging location. Applicants are encouraged to utilize the [WEVI Evaluation Zones and Priority Locations online mapping tool](#) to ensure their location is in accordance with program requirements.

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

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

21. I am on Highway 63 and Highway 77 in Hayward. WI. That does not seem to be eligible on your map? Will it be soon if not?

Answer: Per the [NEVI Formula Program Final Rule](#), states must deploy NEVI Formula Program funds on their designated Alternative Fuel Corridors (AFCs). Thus, building out our current AFC system is WisDOT's focus. Highways 63 and 77 are not designated AFCs and are not eligible for funding. Designation of Alternate Fuel Corridors requires US DOT approval. Currently, Wisconsin has 1,967 miles of AFCs, providing significant geographic diversity for the Program.

22. Can WisDOT please clarify the following statement in WEVI RFP SECTION 4.4 "Ineligible Costs and Cost Sharing" which states that ineligible costs include: "7. Expenses covered by existing programs or tariff rules provided by electric utilities." Is WisDOT stating that expenses already covered by another program are not eligible for federal cost reimbursement? Or not eligible to cite as non-federal cost-share? Or both?

Answer: WisDOT prohibits federal cost-share reimbursements for eligible costs already covered by another third-party reimbursement, such as a utility rebate. However, non-federal funding sources, like electric utility rebates, can be used as non-federal cost share, so long as the project maintains the minimum 20% non-federal cost share ratio requirement. If the sum of federal reimbursement and non-federal third-party cost share, including utility rebates, exceeds 100% of total eligible project costs, WisDOT reserves the right to reduce federal reimbursements to comply with federal rules and prevent double payments for the same reimbursable costs in order to eliminate capital profits from federal awards. Proposers are expected to propose non-federal cost share that is fully secured, as all proposed cost share will become a contractual obligation for awarded parties to document as part of the project, regardless of the source.

It is important to note that any expenses incurred before WisDOT's formal project selection, award, and requisite notice will not be eligible for federal reimbursement and cannot be cited as non-federal cost share, no matter the source of funds.

NEW 23. I checked the WEVI website and looked for the exact locations for EV charging stations deployment but was unable to find such information. Would it be possible to provide the list of the interstate exit numbers please?

Answer: Table 5-1: Wisconsin EV Charging Station Gaps and Priority Locations, beginning on page 9 of the [WEVI Round 1 RFP](#), provides a list of interchange exits or intersections along eligible EV AFC charging station gaps. **Added March 7, 2024.**

NEW 24. Is the price scoring based on total eligible project costs, or total grant ask?

Answer: Scoring is based on a project's requested federal cost and the recipient's cost-share percentage. When evaluating applications based on their cost, the critical factors for consideration will be the project's total cost, the cost per port at the proposed site location, and the degree to which the proposer can contribute more than the required 20% match for the project. Further details on how cost proposals will be scored can be found on pages 16-18 in the [WEVI Round 1 RFP](#). **Added March 7, 2024.**

NEW 25. Should the time from engineering staff to complete NEPA compliance field work or documentation be included in the project budget?

Answer: No, applicants are not expected to detail the time associated with completing NEPA compliance field work in the project budget. **Added March 7, 2024.**

NEW 26. Can an awarded project move locations (New Site Host) as long as it falls within the same NEVI corridor and is still within 1 mile of the exit?

Answer: No, selection for a grant under the WEVI program is assessed based off of the proposed site location and the associated amenities. Changing the site location post-award would not reflect the proposal that was evaluated and selected.

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

- 1. Penalty for Withdrawal: Page 3 of the application requires an applicant's signature affirming the business agrees to "enter into a grant award agreement" if selected. However, grant funding under the program is not assured. A business may wish to submit multiple applications in hopes of increasing its odds to receive a grant, even if the applicant only has available funding to install EV charging stations at one location. This requirement would appear to preclude this from occurring. In addition, circumstances could change for a business (loss of available funding, market-driven changes, etc.), and it may wish to withdraw its application.**
 - a. If a business is selected for a grant but declines to move forward, what (if any) penalty will the business face?**
 - b. What is the last date a business can withdraw its application without penalty?**

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

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

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

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

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

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

Answer: The WEVI Round 1 RFP allows WisDOT to determine funding based on additional considerations (See Section 11.3, STEP 3: ADDITIONAL CONSIDERATIONS). A site proposer can be competitive within the WEVI scoring criteria., Their cost proposal, including additional charging stations that have extra ports, charging capability, and the parking infrastructure for those ports, can strengthen a proposal.

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

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

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

Answer: Proposers should detail the guaranteed maximum price of their cost proposals, including binding and non-binding quotes. Cost increases will not be granted after the award process, as cost will be a key component of consideration as detailed in the scoring matrix on page 17 of the [RFP](#).

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

Answer: WisDOT intends to accept invoices for payments after completion of each project phase, however, during the operations and maintenance phase, WisDOT will accept invoices on a regular schedule. Section 13.6, REIMBURSEMENT PROCESS, of the WEVI Round 1 RFP states that reimbursement requests may be submitted no more than every 90 days and no less than every six months. Grant awardees must submit proof of payment to suppliers and vendors and remain compliant with all aspects of 23 CFR 680 throughout the project's life to be eligible for reimbursement.

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

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

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

Answer: To understand how the cost will be assessed during the evaluation process, please refer to page 17 of the WEVI [Request for Proposals](#) document. When evaluating applications based on their cost, the critical factors for consideration will be the project's total cost, the cost per port at the proposed site location, and the degree to which the proposer can contribute more than the required 20% match for the project.

C. Operations and Maintenance

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

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

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

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

2. One question I had regarding the RFP is around price gouging. I have seen some states NEVI RFPs include provisions that go as far as limiting station profit and other strategies to avoid price gouging. I would imagine that our legislature would not be fond of state government setting price caps on the private sector, however, I was wondering if any consideration is being given to having some diversity in station operators at adjacent locations? For example, if there is one charging operator that is awarded all the priority locations between Portage and Wausau, there is the potential for that operator to take advantage of that situation and charge unreasonably high rates. How does the DOT plan to address that type of situation if it were to occur? Are there contract provisions that would provide a remedy to that situation?

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

3. Will infrastructure for all weight classes be allowed?

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

4. Under Physical Site Security, clarify the following: On-site security personal - Does this also include onsite staff 24/7/365?

Answer: As part of the WEVI Round 1 RFP Submission Package, proposers are asked to detail their plans for physical safety for the site and the project. This could include on-site staff being present and available 24 hours per day, seven days per week, throughout the year. WisDOT may determine funding based on additional considerations, including 24/7 customer service/staff availability.

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

Answer: WisDOT is developing final contract terms and conditions, which will provide exact details. Generally speaking, WisDOT's goal is to provide clear expectations of performance requirements, a mutual agreement process mechanism to resolve all non-performance issues, and a set of remedies and penalties should the department and the contracted awardee not be able to come to a mutually agreeable resolution on any issues of non-performance. Detailed information will be provided when WisDOT has completed its draft contract.

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

Answer: All Proposals must comply with the NEVI Formula Program requirements as provided in the NEVI Formula Program Final Rule (23 CFR Part 680). Section 6, NEVI PROGRAM FEDERAL REQUIREMENTS (pages 11-13 of the WEVI Round 1 RFP), lists the requirements that must be followed to ensure compliance with the Final Rule. [23 CFR 680.106\(g\)](#) lists the equipment certification requirements for all NEVI funded projects.

New 7. The cost sections of the application required O&M cost to be reflected on a per year basis for years 1-5. The true costs of O&M over these years is not yet known and depends on the site (e.g. equipment, quality of install, weather, many other things). Should each application include the estimated O&M costs for each year in order for the applicant to get cost share on these with WI NEVI funds? Or, is there an ability to get cost share on actual incurred costs (at some match %

that the applicant agrees to per their overall % cost share) up to a certain amount beyond what is included in this table (pasted below 8. Proposal Budget & Financial Requirements Documentation). We have two types of O&M Service Level Agreements that applicants could use from us and we are looking to confirm which is best for them to use in their applications.

Answer: Each application should include the estimated 5-year O&M costs per year. The cost for Operations and Maintenance included in the proposal budget should be considered the guaranteed maximum cost for the life of the project. Any incurred costs beyond what is included in the proposal budget will be the responsibility of the site host. Added March 7, 2024.

D. Eligible Project Costs

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

Answer: In this first round, WisDOT has stated that ineligible costs include: “Expenses associated with the purchase or rental of real estate” (WEVI Round 1 RFP, Section 4.4, INELIGIBLE COSTS AND COST-SHARING, page 6). Therefore, WisDOT will not reimburse proposers for real estate lease agreements. However, WisDOT’s RFP states that eligible costs include: “Charging equipment lease fees (if the proposer chooses the lease option for equipment rather than the purchase option). The lease costs are only eligible if paid through a fixed contract” (WEVI Round 1 RFP, Section 4.3 ELIGIBLE COSTS AND COST-SHARING, page 5).

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

Answer: See answer to question D 1 above.

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

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

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

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

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

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

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

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

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

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

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

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

Answer: Installation of additional NEVI-compliant charging ports beyond the minimum required four is allowable and eligible for reimbursement. Section 4: PROJECT TECHNICAL COMPLIANCE INFORMATION of the WEVI Round 1 RFP Submission Package requires proposers to identify the number of ports proposed. Section 8: PROPOSAL BUDGET AND FINANCIAL REQUIREMENTS DOCUMENTATION of the WEVI Round 1 RFP Submission Package requires calculating the total cost per port proposed. If the number of charging ports exceeds NEVI requirements, Section 11.3 Step 3: ADDITIONAL CONSIDERATIONS of the WEVI Round 1 RFP provides that the inclusion of charging ports, beyond the required four, that are North American Charging Standard (NACS) compatible constitutes a subjective metric that can be compared to other applications within a given coverage area where multiple grant proposals are tied or are close in score. **Added March 7, 2024.**

New 9. Is sales tax an eligible cost?

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

in or excluded from the acquisition cost in accordance with the non-Federal entity's regular accounting practices." **Added March 7, 2024.**

E. [Amenities](#)

1. Section 9 Project Approach and Responsiveness Narrative –

- **Under Amenities can you please clarify the following:**
 - **Dine-in Restaurants (within 0.25 miles with a continuous paved walkway to destination)**
 - **There are two rows of boxes under “existing”, “planned” and “N/A” does this question apply to if there is one on site and/or one within 0.25 miles?**
 - **Convenience Store (within 0.25 miles with a continuous paved walkway to destination)**
 - **There are two rows’ boxes under “existing”, “planned” and “N/A” does this question apply to if there is one on site and/or one within 0.25 miles?**

Answer: Yes, it applies to one on site or within 0.25 miles. There is no need to distinguish in the submitted application.

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

Answer: 24/7 restroom access is not a requirement. However, per Section 11.2, SCORED COMPONENTS, on page 17 of the WEVI RFP, the availability of 24/7 restroom access will impact the scoring of a proposal.

***NEW* 3. How are points allocated to amenities within the Priority Amenities section of the scoring rubric?**

Answer: A proposed site possessing any of the five scoring criteria associated with PRIORITY AMENITIES listed in Table 11-1: SCORED COMPONENTS in the WEVI Round 1 RFP will receive 5 points for each criterion met. A proposed site that has plans for developing any one of the listed criteria will receive 2 points for each one in development. **Added March 7, 2024.**

F. [Application Process](#)

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

Answer: Yes. For submission instructions, please refer to page 2 of the [WEVI Submission Package](#).

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

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

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

Answer: No. Applicants should use the forms provided without modification. If more space is needed, or any additional supporting files or other documents are included in your submission, please append them. Remember, all proposal materials and attachments are limited to 10MB in total submission package file size. **Added March 7, 2024.**

4. Can WisDOT provide fillable PDF forms for submission?

Answer: WisDOT provided a Round 1 WEVI RFP fillable proposal packet on January 18, 2024. It is available on the [DOT Electrification Webpage](#) under the “Request for Proposals” tab.

5. The WEVI RFP Application Packet seems to have forms with blank rows (e.g., Form 6: environmental Readiness Questionnaire). Can WisDOT confirm that this is the final version for applicants to use?

UPDATED Answer: The WEVI RFP Round 1 Submission Package is the most up-to-date version as of February 29, 2024. If the packet you are utilizing contains blank rows, please access the latest version on the [DOT Electrification Webpage](#) under the “Request for Proposals” tab.

NEW 6. Regarding Section 7, Site Plan and Design Information, are there page size limitations?

Answer: No, there are no page size limitations. However, please ensure that all proposal materials and attachments are limited to 10MB in total submission package file size. **Added March 7, 2024.**

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

Answer: They would not be able to do so at this time. Since the program encourages private investment, EV charging stations using NEVI funds will not be built on publicly owned or managed properties. EV charging stations will be privately sited and privately owned, operated, and maintained. Governmental entities are not eligible to own or lease EV charging stations or be site hosts for a private company under the WEVI Round 1 RFP. Charging stations will not be located on WisDOT property, including highway rest stops, for various reasons, including restrictions on business use at these sites.

8. The RFP Form 8: Proposal Budget and Financial Requirements Documentation includes a cost item for “Bonding”. However, the RFP does not include any requirement for a form of security/bond. Can WisDOT confirm that this is not a requirement?

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

9. Is supporting documentation needed for any of the Yes/No answers? Examples: “Will the construction on the proposed site negatively impact wetlands or endangered species?” – Can we simply answer “No”, or is supporting documentation needed? Such as a National Wetland Inventory Map and endangered species documents from US Fish & Wildlife? -Similarly, another question asks,

“Is the proposed site is located in federally designated flood plain?” If the applicable answer is “No”, do we need to provide the FEMA map for the area as supporting documentation?

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

10. Environmental Readiness Questionnaire:

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

Answer: Proposers should check any known proposed project site environmental impact information regarding hazardous materials and wetlands/endangered species. Proposers must demonstrate that the proposed site meets the requirements of the [NEVI Formula Program Final Rule](#), such as the National Environmental Policy Act (NEPA). Under Section 3.4 of the WEVI Round 1 RFP, PROJECT PHASES AND PERIOD OF PERFORMANCE, following the issuance of a Notice of Selection (NoS), 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. Most EV charging stations will be eligible for a "categorical exclusion" (CE) under NEPA.

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

Answer: WisDOT’s Round 1 RFP, Section 4.1, ELIGIBLE PROPOSERS, describes eligible proposers as any private business, including corporations, partnerships, companies, or nonprofit organizations authorized to do business in Wisconsin, as well as Tribal organizations (as defined in Title 25 US Code Section 5304 (I)). Any of these parties may be the lead applicant of a proposal, provided the company’s legal “Authorizing Agent” signs the proposal. Primary proposers may be property owners, site hosts, EV charging companies, or other entities meeting the definitions in RFP Section 4.1. There is no minimum percentage of the project the primary proposer must be required to have. However, the primary proposer is expected to propose a budget and team capable of performing the work and, if awarded, will be the entity legally held responsible and liable for all work and compliance requirements.

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

Answer: Authorizing agent describes the legal authority/business representative authorized to enter contractual relationships on behalf of the primary proposer. Per the WEVI Round 1 RFP, Section 4.1, ELIGIBLE PROPOSERS, primary proposers may only be private businesses or federally recognized Tribal organizations.

NEW 13. Can WisDOT clarify if there is a difference between an Applicant's Authorized 'Representative' or Authorized 'Agent'? They are used interchangeably in the RFP and Submission Packet.

Answer: An authorized agent or representative describes the legal authority/business representative authorized to enter contractual relationships on behalf of the primary proposer. The terms 'representative' and 'agent' are used interchangeably but reference the same role. **Added March 7, 2024.**

14. Do we need to list an individual's name for the "Local Jurisdiction" on the project team? (page 27 of submission package)

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

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

Answer: The RFP process as detailed within the WEVI Round 1 RFP document is final.

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

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

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

Answer: Section 1.5, PROPOSAL PACKAGE CONTENTS, of the WEVI Round 1 Submission Package states that proposers must submit a full, complete, and unique proposal package for each unique proposed project site. For example, if you plan on applying for ten site locations, you will have to complete an individual submission package for each site location.

NEW 18. We are currently looking for the due dates of 2024 Wisconsin's NEVI. Would it be possible to provide those dates?

Answer: The application period runs until **5:00 p.m. Central Standard Time on Monday, April 1, 2024**. Applications submitted after this date will **not** be considered. A summary of project milestone dates can be found on page 2 of the [WEVI Round 1 RFP](#). For more information on the WEVI Program and the

RFP, please see the WisDOT Electrification page on our [website](#) under the “Request For Proposals” tab. Program updates will also be posted there. *Added March 7, 2024.*

NEW 19. When will the live Q&A session be held?

Answer: WisDOT held its public information webinar about the Request for Proposals (RFP) process for the Wisconsin Electric Vehicle Infrastructure (WEVI) Program on Wednesday, February 7, 2024. The webinar provided an overview of the RFP, information regarding the RFP application process, and answered program and technical questions posed by attendees. A recording of the webinar can be accessed [here](#). Presentation slides from the webinar can be accessed in [PDF form](#). *Added March 7, 2024.*

NEW 20. Can we submit a proposal if we only have an accepted offer on the proposed site? The Closing date for the location might elapse before the April 1st deadline.

Answer: The WEVI Round 1 RFP contemplates using site host agreements with existing property owners or applications submitted by existing property owners to expedite project delivery and minimize environmental impact. WisDOT encourages proposers to submit the details of a project based on the best available information at the time of submittal. However, if a proposal has any material changes, WisDOT reserves the right to decline awarding funds based on those material changes. *Added March 7, 2024.*

NEW 21. Will there be a separate RFP for Preconstruction Services such as electrical designs for site deployment?

Answer: No. *Added March 7, 2024.*

NEW 22. Is a Buy American Build American (BABA) letter from the DCFC OEM required with each application?

Answer: Each proposed charging station site application must follow all applicable Buy America requirements as outlined in 88 FR 10619: [Federal Register: Waiver of Buy America Requirements for Electric Vehicle Chargers](#). Proposers are advised to review the waiver and corresponding [Buy America Q&A](#) for clarification. *Added March 7, 2024.*

NEW 23. Can a Host/applicant change the EVSE manufacturer that is listed on the initial application after the application has been submitted and/or after a potential award is approved and/or granted?

Answer: Yes. Site applicants will need to affirm that the selected charging hardware meets NEVI requirements as detailed in the [NEVI Formula Program Final Rule](#). However, cost increases will not be granted after the award process, as cost will be a key component of consideration as detailed in the scoring matrix on page 17 of the RFP. *Added March 7, 2024.*

NEW 24. In the screenshot below, is it a requirement that applicants check all 4 boxes and attach supporting documentation, or is it optional?

Detailed Budget Information

(check all that apply and attach supporting documentation)

<input type="checkbox"/>	Non-binding quote for equipment	<input type="checkbox"/>	Non-binding quote for construction and installation
<input type="checkbox"/>	Non-binding quote utility upgrade	<input type="checkbox"/>	Non-binding quote for O&M

Outline source of budget information in the proposal package, and detail any additional relevant budget information not found in Section 8 (500 characters):

Answer: A proposer should check those boxes that apply to their proposal and attach supporting documentation for each item(s) checked. **Added March 7, 2024.**

NEW 25. If the proposer already has existing supply agreements with contract rates, does WisDOT require us to provide quotes for equipment, utility upgrades, construction and installation, and O&M as part of our detailed budget proposal?

Answer: WisDOT encourages proposers to provide as much detail as possible in Section 8: PROPOSED BUDGET AND FINANCIAL REQUIREMENTS DOCUMENTATION of the WEVI Round 1 RFP Submission Package. The WEVI Program is a competitive reimbursement grant program. WisDOT requires proposers to submit information to support the budget numbers they provide. Remember, all reimbursement requests are subject to federal compliance requirements and laws outlined in the NEVI Formula Program Final Rule (§ 680.118). Proposers must ensure that cost quotes and other documentation supplied with their proposal include compliant prevailing wages. **Added March 7, 2024.**

NEW 26. Is there any specific financial documentation that WisDOT is requesting in 8. Proposal Budget and Financial Requirements Documentation?

Answer: There is no specific financial documentation required. However, proposers may supply any financial documentation or materials they deem relevant and responsive to this RFP. **Added March 7, 2024.**

NEW 27. Will WisDOT be producing a new RFP application for applicants to complete between now and the submission deadline?

Answer: WisDOT does not anticipate producing a new RFP application prior to the submission deadline. **Added March 7, 2024.**

NEW 28. On page 28 of the Submission Package, in the References section at the top of the page, there is a reference to "the candidate." Is that referring to a.) a team member in the section above (Work, Skills, or Project Experience), or b.) the business filling out the application?

Answer: WisDOT considers the experience and qualifications of the project team members when determining whether a proposer qualifies for a grant award. Section 10: PROJECT TEAM QUALIFICATIONS of the WEVI Round 1 RFP Submission Package provides the option to include

references from those who can attest to a proposal team or its individual member's ability to perform the services contemplated by the WEVI Round 1 RFP. A "candidate" may include the proposal team, the site host, a contractor, an electric vehicle supply equipment (EVSE) company, an EVIPT-certified electrical contractor, or other key personnel that will be involved in the design, construction, or operations and maintenance aspects of a project(s). **Added March 7, 2024.**

NEW 29. Within the application there is a "References" section. Can WisDOT please clarify what type of references they are looking for? Customers, vendors, etc.?

Answer: Section 10: PROJECT TEAM QUALIFICATIONS of the WEVI Round 1 RFP Submission Package provides the option to include references from those who can attest to a proposal team or its individual member's ability to perform the services contemplated by the WEVI Round 1 RFP. This may include customers and vendors. **Added March 7, 2024.**

G. Utility Coordination

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

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

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

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

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

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

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

Answer: Proposers must complete and submit the Utility Coordination Form beginning on page 12 of the WEVI Round 1 RFP Submission Package. Proposers must identify their proposed project's electric distribution utility, contact the designated electric utility, gather the required information, and submit it to WisDOT with each separate proposal. To identify the site-specific utility service provider for the proposed location, please refer to the [Interactive Service Area Map](#) developed by the Wisconsin Public Service Commission.

H. Charging Hardware

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

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

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

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

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

Answer: The requirements of 23 CFR 680 must be met, including that each Direct Current Fast Charger (DCFC) charging port has at least one permanently attached Combined Charging System (CCS) Type 1 connector and can charge a CCS-compliant vehicle. The NEVI Formula Program [FAQs](#) provide guidance on North American Charging Standard (NACS) connectors and the use of adapters funded under the NEVI Program. Section 9, PROJECT APPROACH AND RESPONSIVENESS NARRATIVE, of the WEVI Round 1 RFP Submission Package allows applicants to address whether they intend to include NACS connectors and the required CCS connectors. NACS and future-proofing of this nature are among the additional considerations that may be afforded a proposal. For more information, please see Section 11.3 STEP 3: ADDITIONAL CONSIDERATIONS, of the WEVI Round 1 RFP.

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

Answer: WisDOT will follow current federal requirements to include CCS connectors and will not require NACS in addition to CCS at this time. We will continue to assess this as a possible requirement in the future. See Question 3 above for further details. **Added March 7, 2024.**

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

Answer: Hardware must be compliant at the time of the RFP submission. For WisDOT to consider any proposal under WEVI, each proposal must pass the initial compliance check requiring that all hardware meet the minimum requirements outlined in 23 CFR 680. There is still a waiver for Buy America Build America, so that element of the federal requirements will be assessed under the context of the waiver. However, it is recommended that proposers ensure the hardware they will be utilizing for their charging station location is on EPRI's Vetted Product List.

6. **Can you please share a link to the charging hardware approved products list as well as instructions / how to request that EVSE hardware be added to the list.**

Answer: Information regarding EPRI's Vetted Product List and how vendors can get their equipment vetted can be found [here](#).

- NEW 7. I would like to understand if we can specify another HW vendor that is both NEVI compliant and meets the BA criteria. In addition, this product and OEM has been specified and approved by other states for use at NEVI sites. The EPRI vetted product list in the RFP is very limiting and does not include several vendors that have NEVI compliant products available at this time.**

Answer: Hardware must be NEVI compliant but is not limited to the EPRI-vetted product list. WisDOT is seeking to confirm NEVI (23 CFR 680) hardware compliance in proposal review, and the EPRI-vetted product list is one source of confirmation the department will use, among others, to confirm compliance. Proposers with compliant hardware not on the EPRI list are encouraged to provide additional information with their proposal demonstrating proof of the equipment's compliance with the NEVI rules (23 CFR 680). **Added March 7, 2024.**

I. [Other](#)

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

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

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

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

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

Answer: WisDOT does not maintain a list of vendors or electricians working in Wisconsin. **Added March 7, 2024.**

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

Answer: No, however WisDOT will publicly release the list of awarded projects after completion of the RFP review process to the [WisDOT Electrification Webpage](#). **Added March 7, 2024.**

5. **Is there a technical requirements document available?**

Answer: All technical requirements are provided in the [NEVI Formula Program Final Rule](#), the [Wisconsin Electric Vehicle Infrastructure \(WEVI\) Program RFP](#), and the [WEVI Round 1 RFP Submission](#)

[Package](#). It is up to the prospective owner/operator to coordinate with their preferred electric vehicle supply equipment vendor(s) to ensure that the software, hardware, and networking services provided by the vendor(s) conform to program requirements.

- 6. Are there any grants coming up for funding assistance for EV commercial vehicles? We have a number of prospective buyers that are looking into feasibility, and our dealership group has EV commercial vehicles building currently at our OEM.**

Answer: Federal funding for electric vehicle infrastructure can be drawn from several sources, including discretionary and formula grant programs, loan financing programs, and tax incentives. An overview of EV federal funding and financing programs can be accessed [here](#).

- 7. Can WisDOT please update the GIS map that has been published to include the evaluation zones A to H (shown on p. 7 of the RFP) as well as the boundaries around each priority location that would qualify it as eligible under Tier 1 of the prioritization?**

Answer: The WEVI Evaluation Zones and Priority Locations map depicts the groupings and areas that you describe. Please ensure that you are accessing the evaluation zone and priority locations [map](#) and not the Wisconsin Electric Vehicle Infrastructure Deployment Plan interactive map provided for the public to identify and comment on eligible areas for the deployment of EV charging equipment.

- 8. WisDOT updated their NEVI map with the buffers around the different sites, but this new map does not include the same disclaimer that the original map included about WisDOT only funding one site per zone. Can you please clarify if only one site will be awarded per zone? Or is it possible for more than one site to be funded in the same zone?**

Answer: It is possible that more than one site in each coverage area could be awarded a grant.

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

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

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

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

NEW 11. Will this project be subject to the State of Wisconsin prevailing wage determinations in addition to Davis-Bacon wage determinations?

Answer: No. Federal prevailing wage determinations per the Davis Bacon and Related Acts will apply to this project. There is no longer a State of Wisconsin prevailing wage law as it was repealed in 2017. Employees are still subject to minimum wage laws and any other Wisconsin/DWD regulations. Davis-Bacon Federal wage rate requirements apply to any project funded with NEVI Formula Program funds. Please refer to Section 11.1 Step 1: MANDATORY FEDERAL AND STATE REQUIREMENTS in the WEVI Round 1 RFP and the STATEMENT OF CERTIFICATION BY PROPOSERS AUTHORIZING AGENT on page 7 of the [WEVI Round 1 Submission Package](#). Added March 7, 2024.

NEW 12. If an applicant would like to comment on contractual language, should we submit our comments with our proposal, or after awardees have been determined?

Answer: Please only offer comments on contractual language once the conditional grant awardees are determined. WisDOT will work with the conditional grant awardee to execute a final grant agreement. Any modifications to the contract should be addressed at that time. Added March 7, 2024.

NEW 13. When determining DACs should we use the reference layers on the WEVI ArcGIS map or on <https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5> referenced on page 21 of the application?

Answer: The WEVI ArcGIS map referenced on page 21 of the WEVI Round 1 RFP contains the disadvantaged communities WisDOT will utilize for the WEVI Program. The map was developed directly from the Electric Vehicle Justice40 map, which was created through a joint effort between the U.S. Department of Energy and the U.S. Department of Transportation and can be viewed [here](#). Added March 7, 2024.

NEW 14. I was reviewing the WEVI Round 1 RFP map of eligible locations, and was wondering if a GIS file or KMZ file of eligible locations is available to download?

Answer: ESRI Shapefile and CSV format data sets are available for review and download [here](#). For additional information, please see Section 1.2 WEVI INTERACTIVE MAP RESOURCES, in the WEVI Round 1 RFP Submission Package. Added March 7, 2024.