

*We, in the public sector,  
need to be ready for this  
transformational  
change - and in  
Wisconsin, we will be.*

*– Craig Thompson,  
WisDOT Secretary*



Kaleb Vander Wiele – DOT Officer  
Transportation Electrification Project Manager  
WisDOT Division of Budget and Strategic Initiatives



# BIPARTISAN INFRASTRUCTURE LAW

## EV FUNDING OPPORTUNITIES

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## \$5 billion

### National Electric Vehicle Infrastructure (NEVI) Formula Program

- \$78.65 million to Wisconsin over five years
- \$11.64 million is Wisconsin's first allocation

## \$2.5 billion

### EV and other alternative fuel infrastructure discretionary grant funds

- **Corridor Charging Grant Program (\$1.25 billion)**  
Strategically deploy publicly accessible EV charging stations and other alternative fuel infrastructure along Alternative Fuel Corridors.
- **Community Charging Grant Program (\$1.25 billion)**  
Priority given to projects that expand access to alternative fueling infrastructure within rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces.



# NEVI PROGRAM CRITERIA



- Charging stations installed **every 50 miles along** the State's Alternative Fuel Corridors (AFC) within **1 travel mile of a highway intersection or exit.**
- EV charging station locations have a minimum of **four ports** that can charge a minimum of **150kW** simultaneously.
- Need to build out **AFCs** before Wisconsin can allocate NEVI funding elsewhere.

# PLAN OBJECTIVES

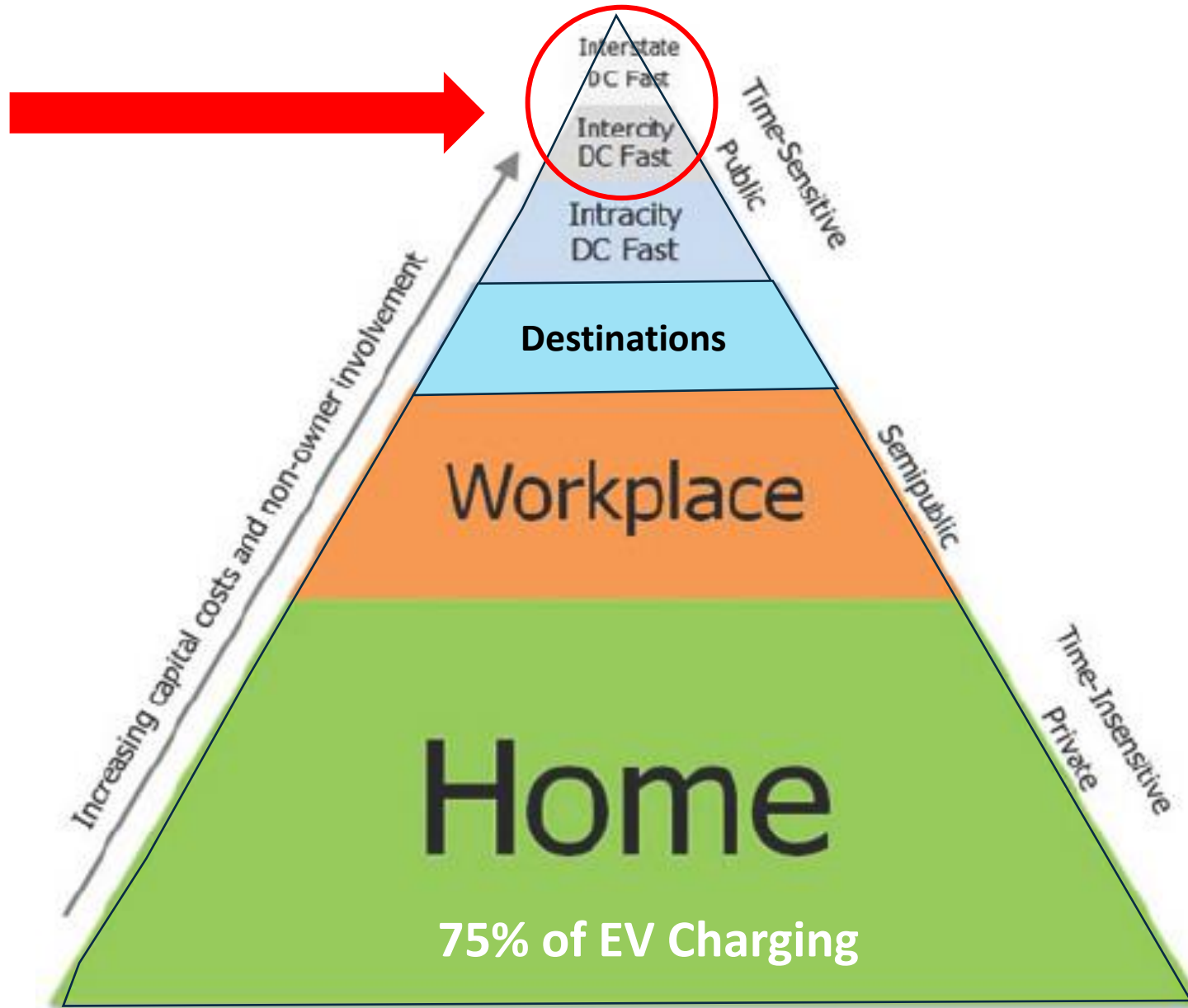
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## The WEVI Plan as approved on 9/14/2022

- Provides for the use of NEVI funds to incentivize private investment in Electric Vehicle Charging Infrastructure.
- Determines potential preferred locations to support charging infrastructure on Wisconsin's Alternative Fuel Corridor system.
- Details our stakeholder outreach that provided critical input in plan development.
- Outlines program structure including a process for competitive grants and contract development to ensure ongoing maintenance and operation of charging stations funded by the program.

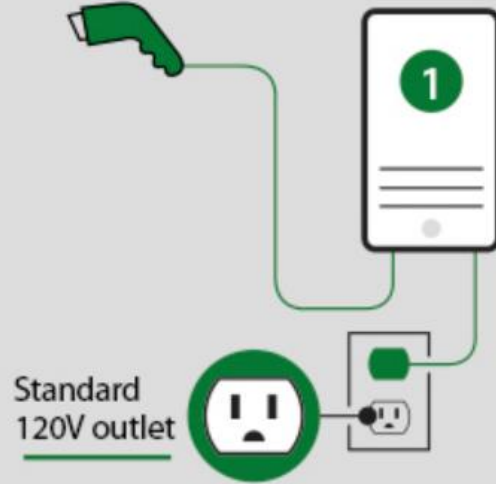


# NEVI & WIEV



## Level 1

120V



Standard  
120V outlet



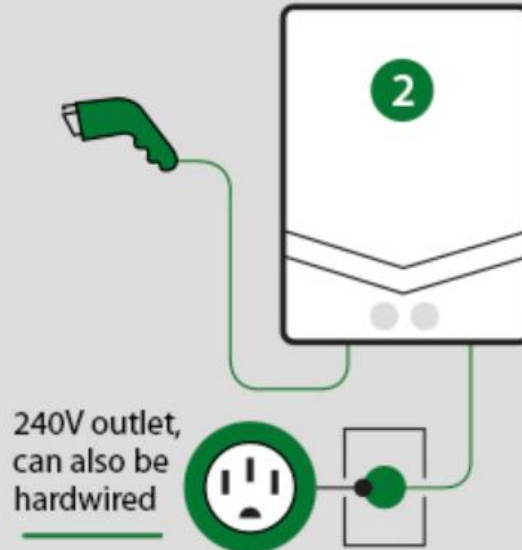
Adds 5 miles  
per hour  
of charge\*



Residential use

## Level 2

240V



240V outlet,  
can also be  
hardwired



Adds 20-60  
miles per hour  
of charge\*



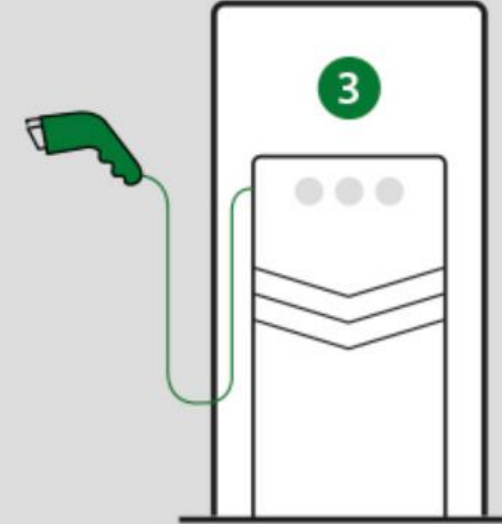
Residential &  
commercial  
use



## Level 3

480V

DC Fast Charger



Adds 60-100 miles  
per 20 minutes  
of charge\*

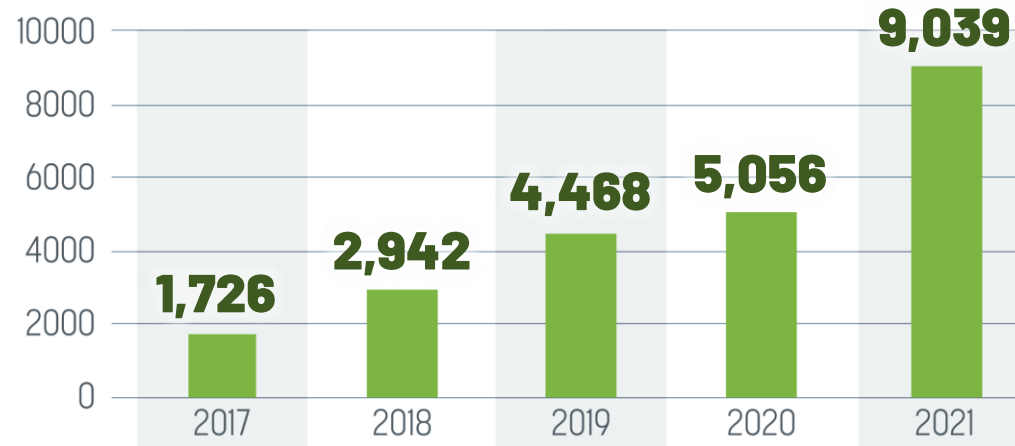


Commercial use

\* Estimated. Actual charge times may vary.

# ELECTRIC VEHICLES

## EVs registered in Wisconsin



Source:  
<https://wisconsin.gov/Pages/about-wisdot/newsroom/statistics/veh-info.aspx>

**150+** new EV models are anticipated to hit the market from 2023 to 2028.

Source: [www.renewwisconsin.org/wp-content/uploads/2021/04/EV-Market-Outlook-4.2021.pdf](http://www.renewwisconsin.org/wp-content/uploads/2021/04/EV-Market-Outlook-4.2021.pdf)

Source: University of Michigan's Transportation Research Institute. <https://climatechange.wi.gov/>





**1,186**  
MILES OF  
EXISTING AFCs

**781**  
MILES OF  
APPROVED 2022  
AFCs



- Designated Alternative Fuel Corridors (AFC)
- - - Approved 2022 Alternative Fuel Corridors
- EV Charging Station Locations
- NEVI-Compliant Charging Station Locations

## WISCONSIN'S EXISTING EV INFRASTRUCTURE

**306** Total publicly available  
charging station locations

**164**  
Charging station  
locations within  
one mile of AFC  
exit or intersection

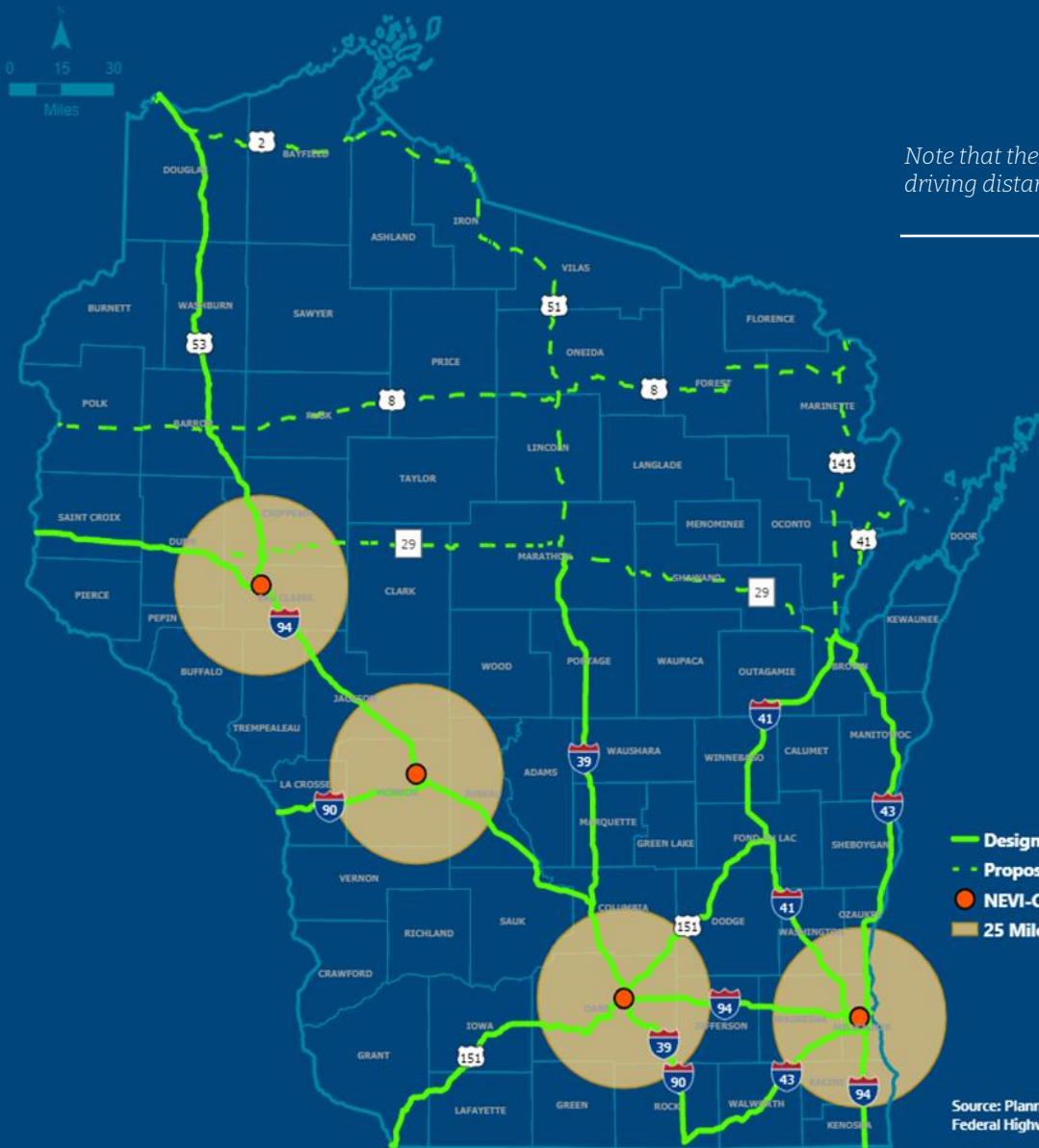
**4**  
NEVI-compliant  
charging station  
locations

**79** Tesla-only charging station locations  
(not mapped)

Source: <https://afdc.energy.gov/stations/states>. Accessed on April 21, 2022







Note that the mapping will be updated to show driving distance instead of a 25-mile radius.

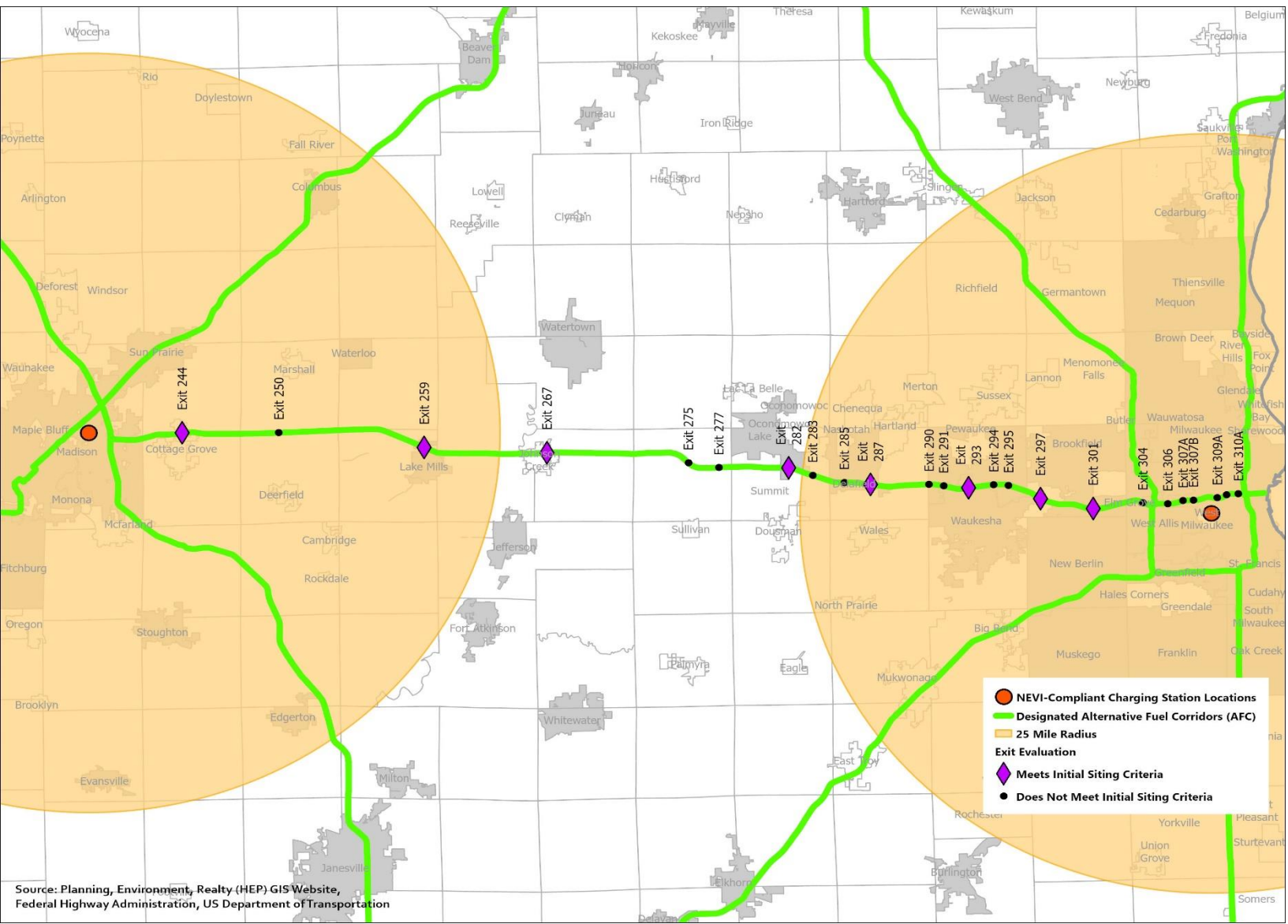
Source: Planning, Environment, Realty (HEP) GIS Website, Federal Highway Administration, US Department of Transportation

## Identify NEVI-compliant EVSE on Interstates and AFCs

### 1 Identify existing NEVI-compliant charging sites.

- Ensures WisDOT can use funding to maximize coverage of Wisconsin.
- Minimizes risk of causing lower utilization at existing compliant stations in near-term.

### 2 Create a 25-mile driving distance buffer around NEVI-compliant sites.



# Identify gaps and exits eligible to fill gaps

## 3 Identify gaps in charging coverage areas.

- Wherever there is a gap between two 25-mile buffers, there will need to be a NEVI compliant charging station.

## 4 Identify all exits within the gaps.

- In most cases, each gap will have multiple eligible exits.
- Because of this, WisDOT will need to develop objective prioritization criteria for grant program scoring.

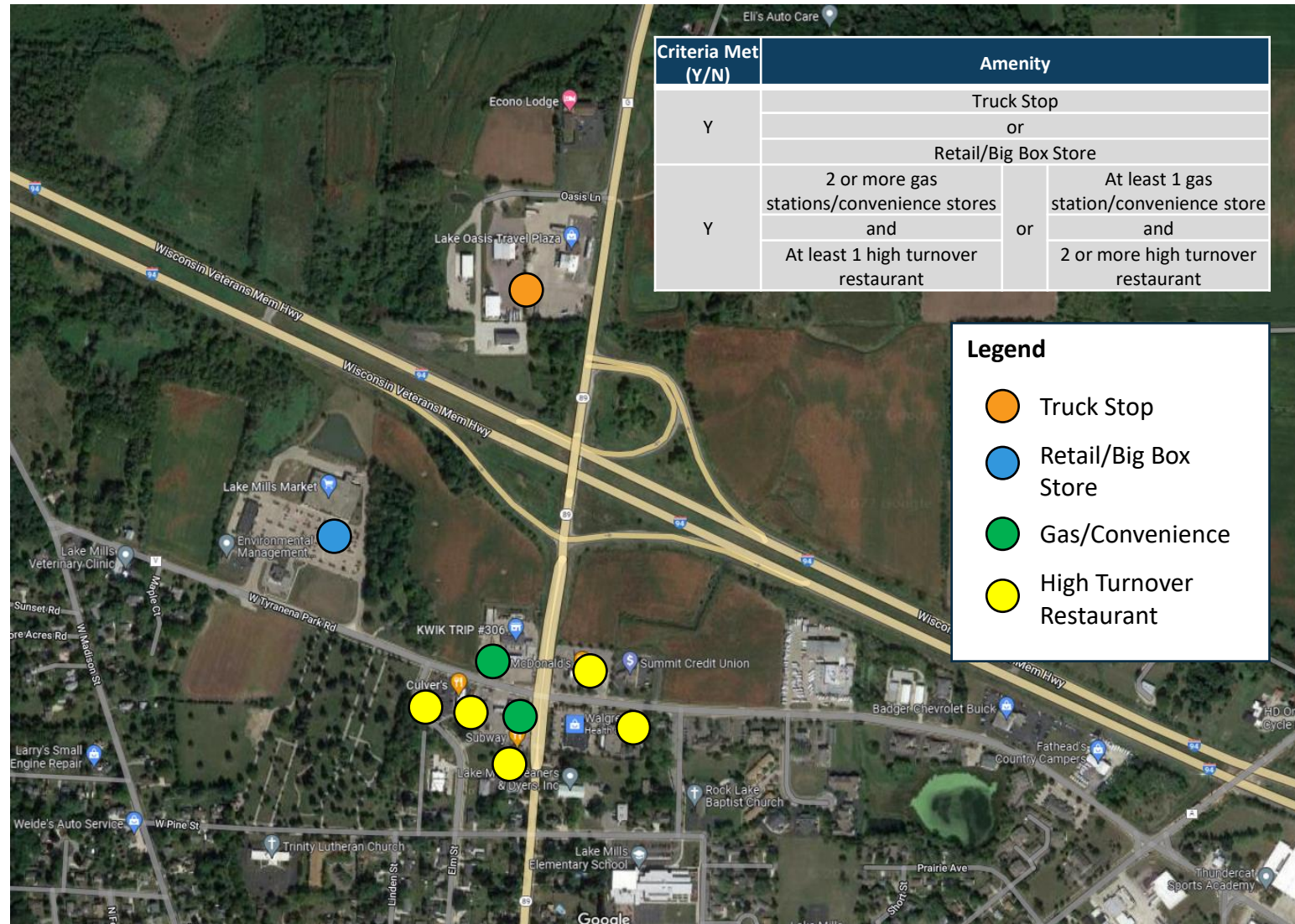




# Higher priority exit example

WisDOT's plan and future grant program will seek to prioritize locations with:

- Multiple prospective site hosts
- Multiple destination amenities
  - » Gas Stations
  - » Truck Stops
  - » Restaurants
  - » Retail
- Available Utility Power Capacity
- Site Readiness
- Accessibility
- Etc.



# Low priority exit example

WisDOT will not eliminate or define lower-prioritized exits as ineligible for NEVI Funds.

Priority/scoring will come into play in cases where both low and high priority exits apply for NEVI funded projects.

In these cases, WisDOT will have objective scoring criteria to award sites based on the level of amenities and readiness.





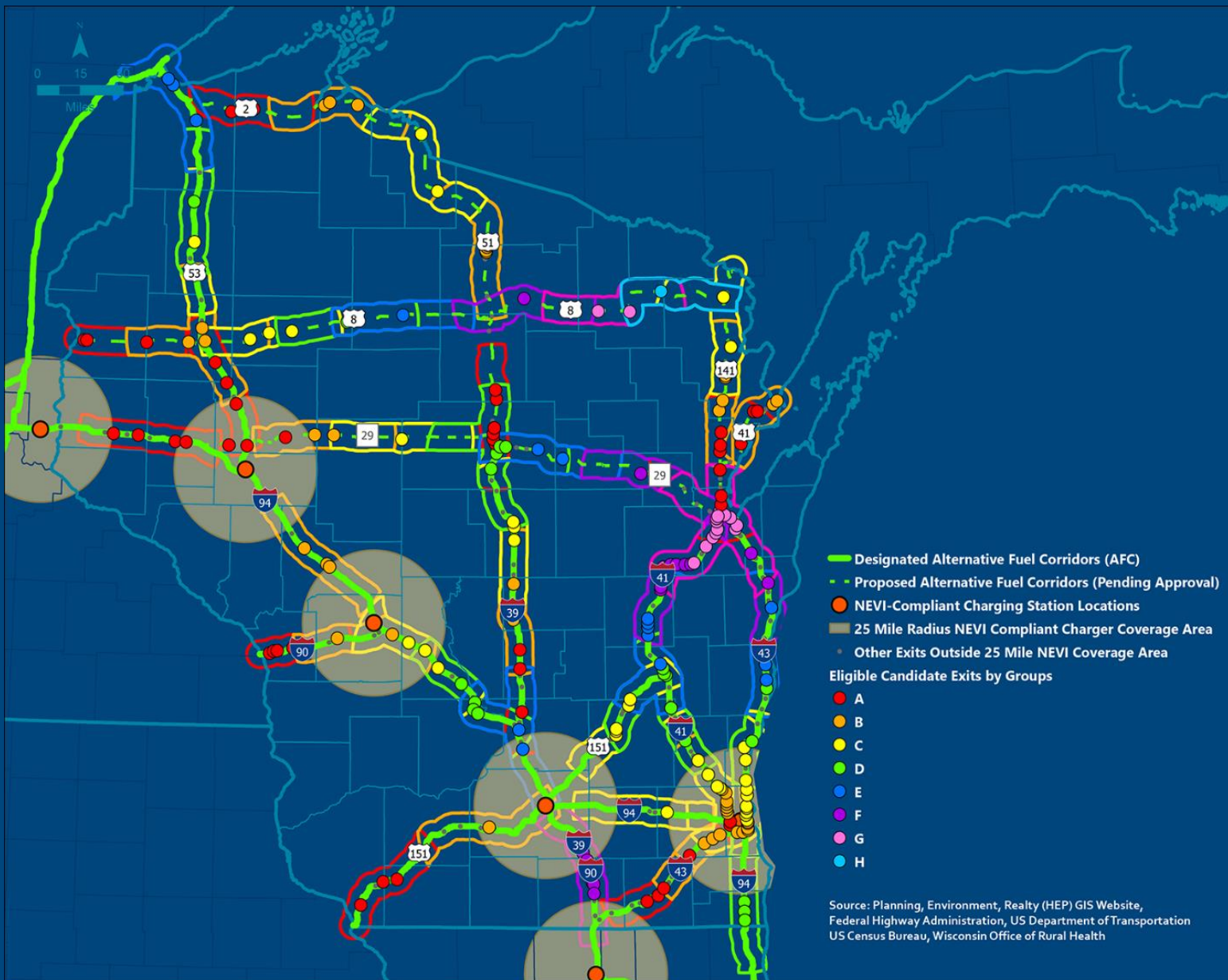
# Identify “Approximate Locations” of NEVI-compliant EVSE on Interstates and AFCs

## 5 200 viable exits identified as potential charging sites

- Based on available amenities AND
- Likelihood of 3-Phase commercial utility power based on types and numbers of commercial businesses.
- *Wisconsin is continuing utility coordination on power availability.*

## There are 61 groups of exits.

- ## 6
- This ensures that regardless of which exit in a group is chosen, a NEVI-compliant EV charging station will provide for the 50-mile gap coverage.
  - *Explained in detail in Ch. 4 Deployment, WEVI Plan*



## Next Steps - 2023

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### Current WisDOT Activities

- Program and policy development in preparation for the final NEVI program rules.
- Finalize mapping and potential preferred locations.
- Ongoing stakeholder outreach that provided critical input in plan development.
- Preparation for year two WEVI planning process





# Preparation for Applicants

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Prospective applicants looking for NEVI funding can start to prepare by:

- Reading the NEVI Program requirements contained in the [Notice of Proposed Rulemaking](#)
- Reviewing the US Department of Energy Guidance on [EVSE Station Development](#)
- Coordinating with your electric utility provider
- Coordinating with your preferred electric vehicle supply equipment (EVSE) vendor(s)

