

*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

\$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
 - \$16.75million is Wisconsin's second 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.



EARLY WisDOT EV ACTIVITIES

BIPARTISAN INFRASTRUCTURE LAW IMPLEMENTATION

- Winter [2021](#) WisDOT statutory analysis
 - Review of potential opportunities for EVCS implementation.
 - Review of statutory barriers to EVCS placement within the right-of-way.
 - On [October 21, 2021](#), WisDOT and WEDC received a \$1M grant from EDA/ARPA to begin EV infrastructure study.
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- Bipartisan Infrastructure Law signed [November 15, 2021](#).
 - Preliminary NEVI guidance released [February 10, 2022](#).
 - NEVI NPRM released [June 9, 2022](#).
 - NEVI Final rule announced [February 15, 2023](#).



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 discretionary NEVI funding.

PLAN OBJECTIVES

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 WisDOT's 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.



How WEVI Works



- WisDOT does not intend to own or operate charging stations.
- Charging stations funded by WEVI will primarily be hosted by private businesses.
- Final NEVI rules dictates installation, maintenance, and operation requirements.
- Site location is a critical component of eligibility.

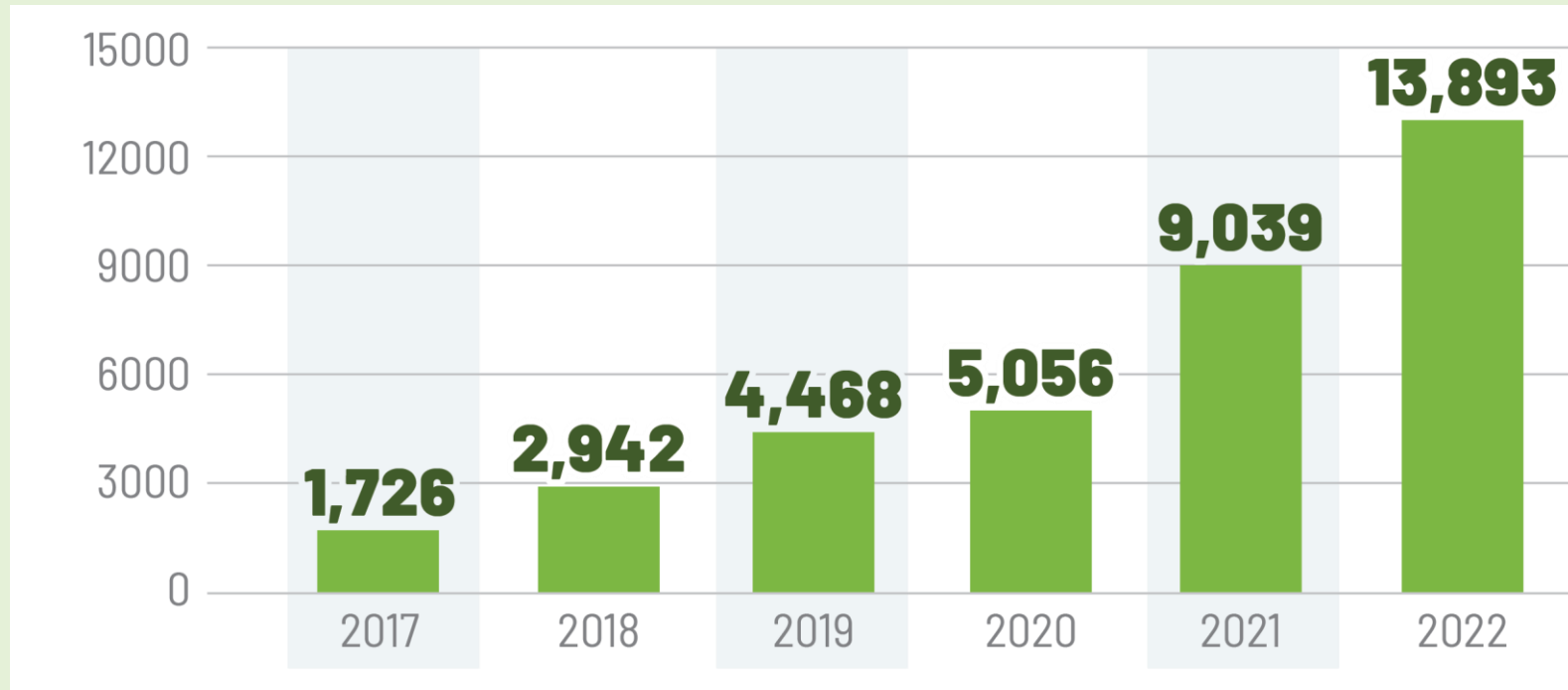
ELECTRIC VEHICLES

EVs registered in Wisconsin

as of December 2022

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

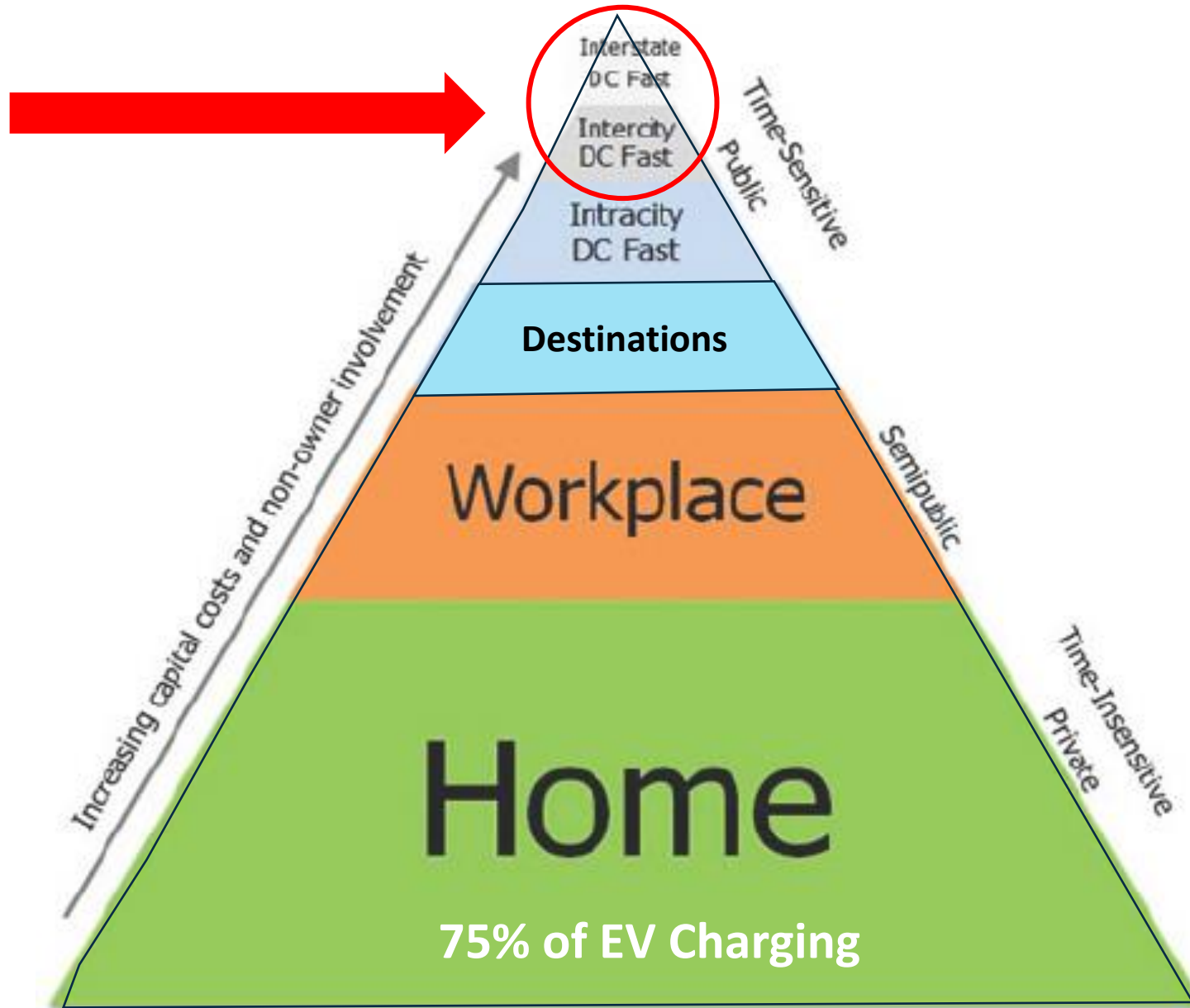
Source: www.renewwisconsin.org



Source: www.afdc.energy.gov

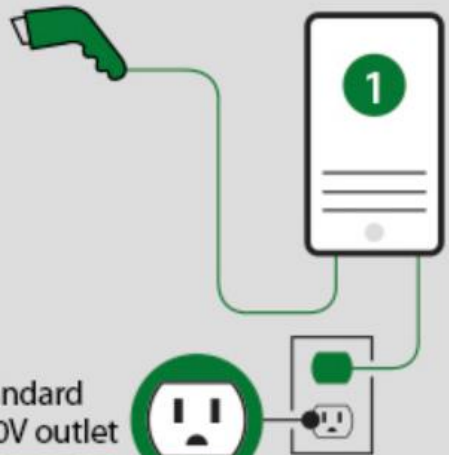


NEVI
&
WIEV



Level 1

120V



A green charging cable is plugged into a standard 120V outlet. The other end of the cable is plugged into a charging station labeled with a green circle containing the number 1.

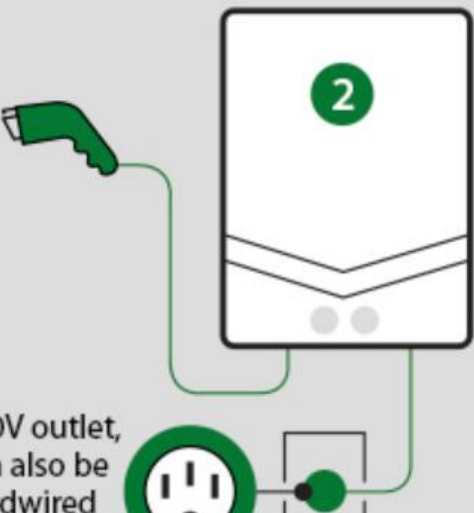
Standard 120V outlet

Adds 5 miles per hour of charge*

Residential use

Level 2

240V



A green charging cable is plugged into a 240V outlet. The other end of the cable is plugged into a charging station labeled with a green circle containing the number 2.

240V outlet, can also be hardwired

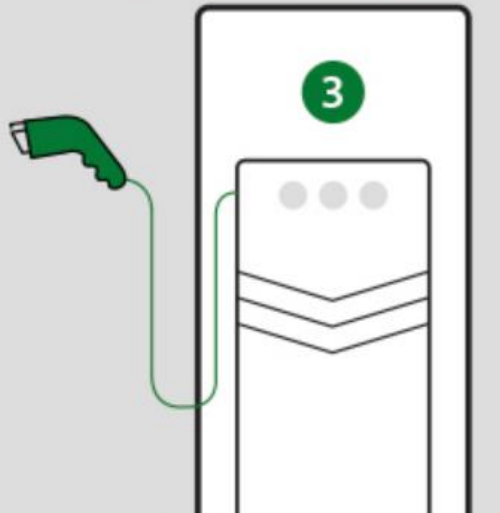
Adds 20-60 miles per hour of charge*

Residential & commercial use

Level 3

480V

DC Fast Charger

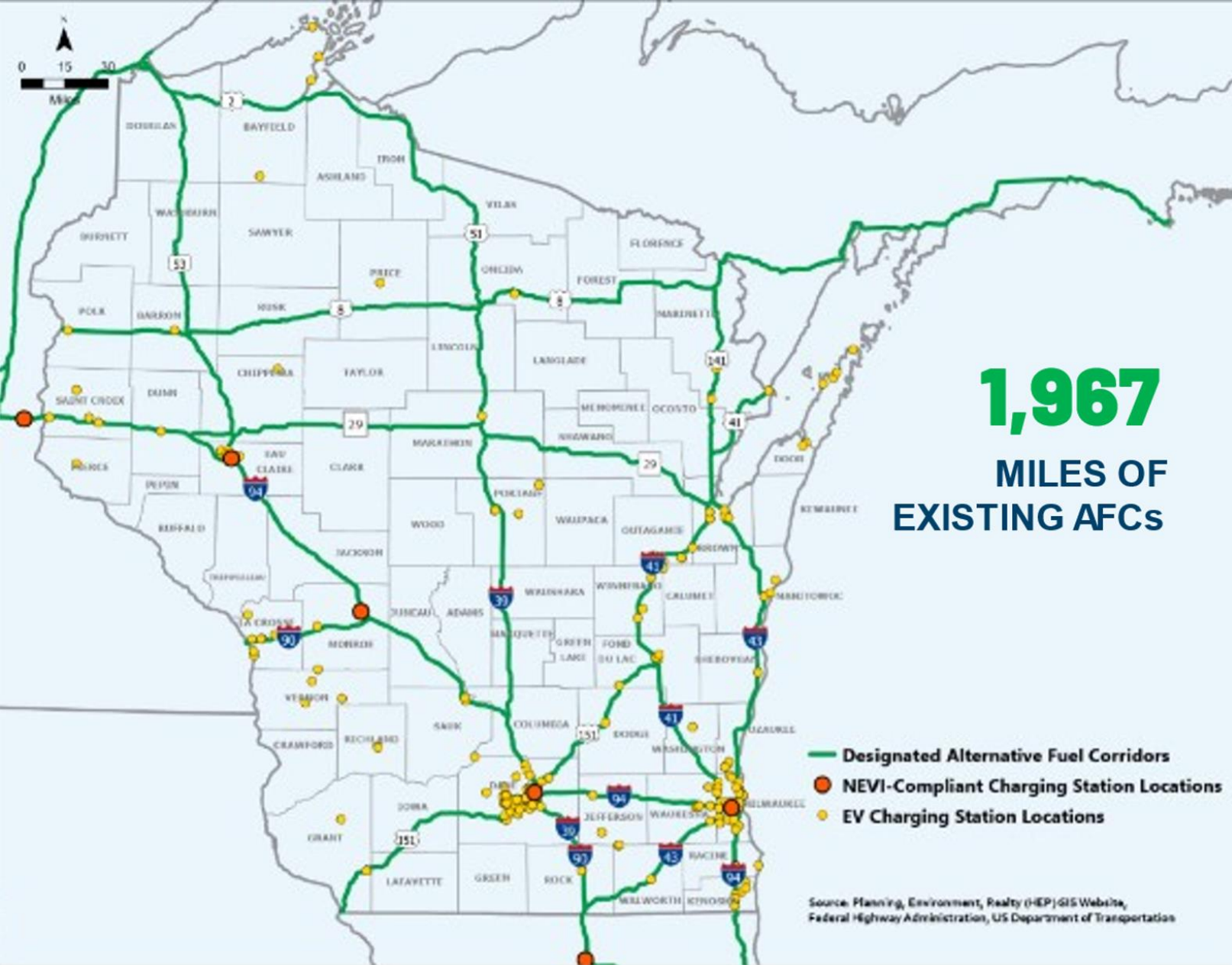


A green charging cable is plugged into a DC Fast Charger station labeled with a green circle containing the number 3.

Adds 60-100 miles per 20 minutes of charge*

Commercial use

* Estimated. Actual charge times may vary.



WISCONSIN'S EXISTING EV INFRASTRUCTURE

306 Total publicly available charging station locations

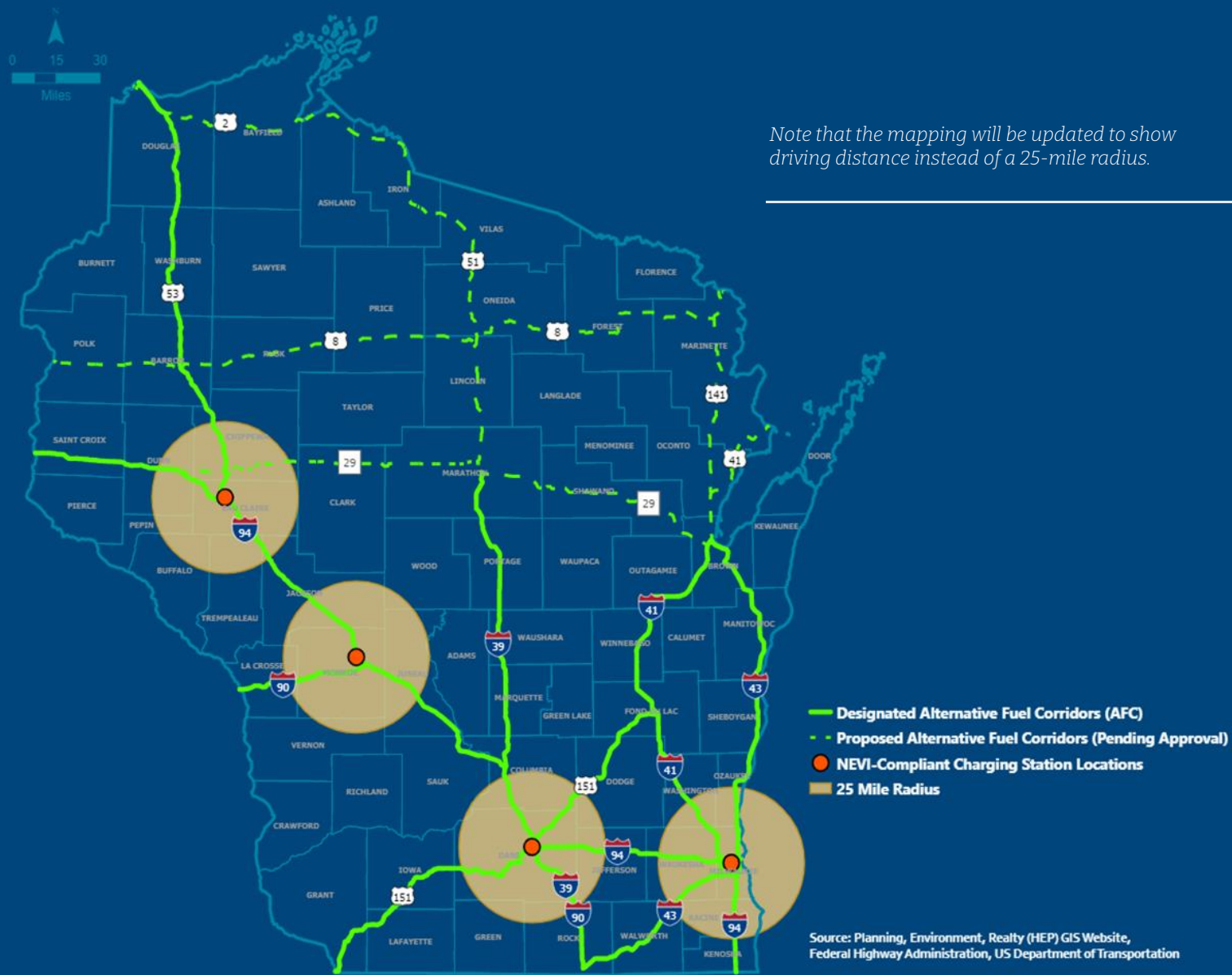
164 Charging station locations within one mile of AFC exit or intersection

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





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.

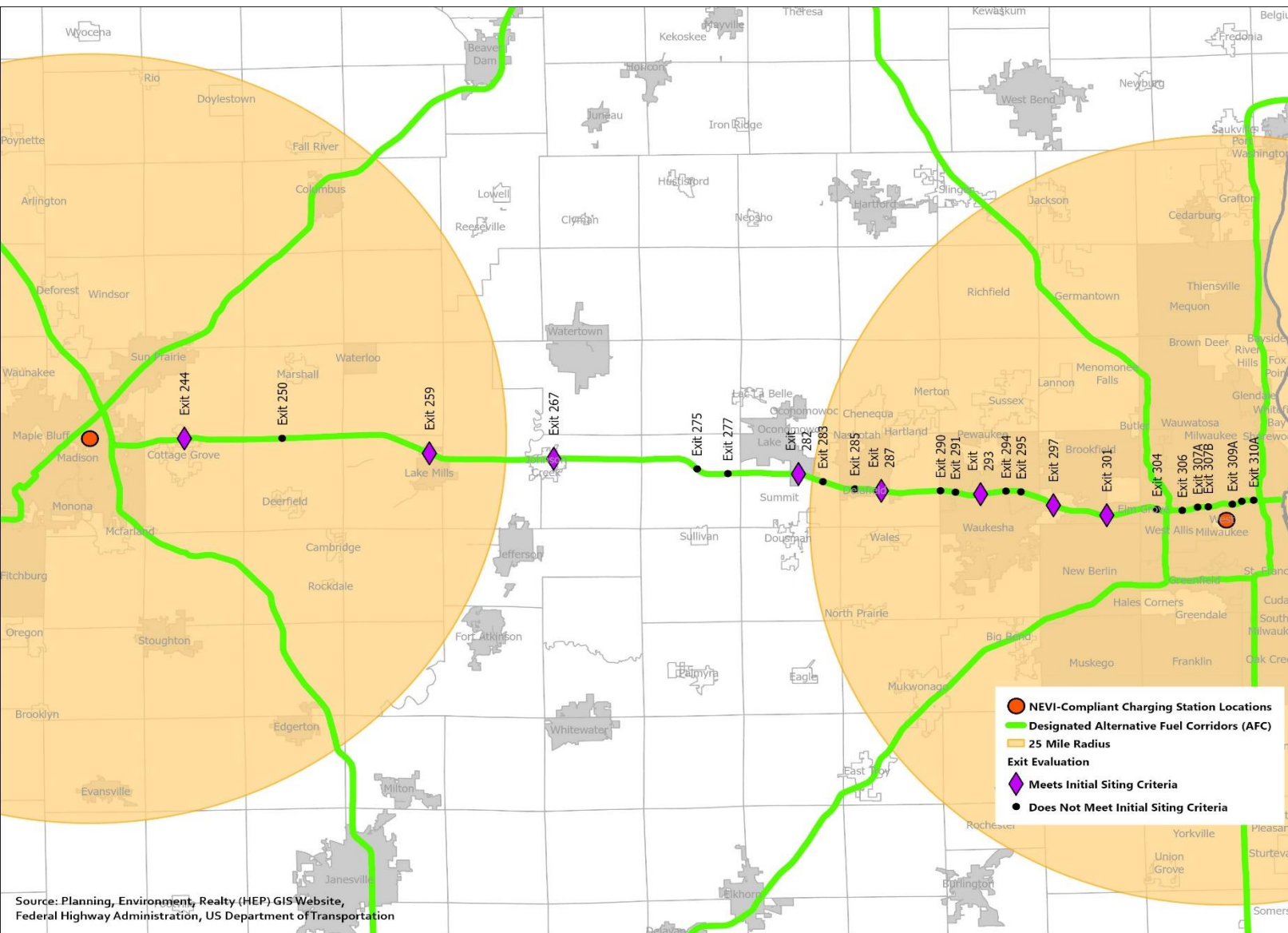
Identify gaps and exits eligible to fill gaps

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.

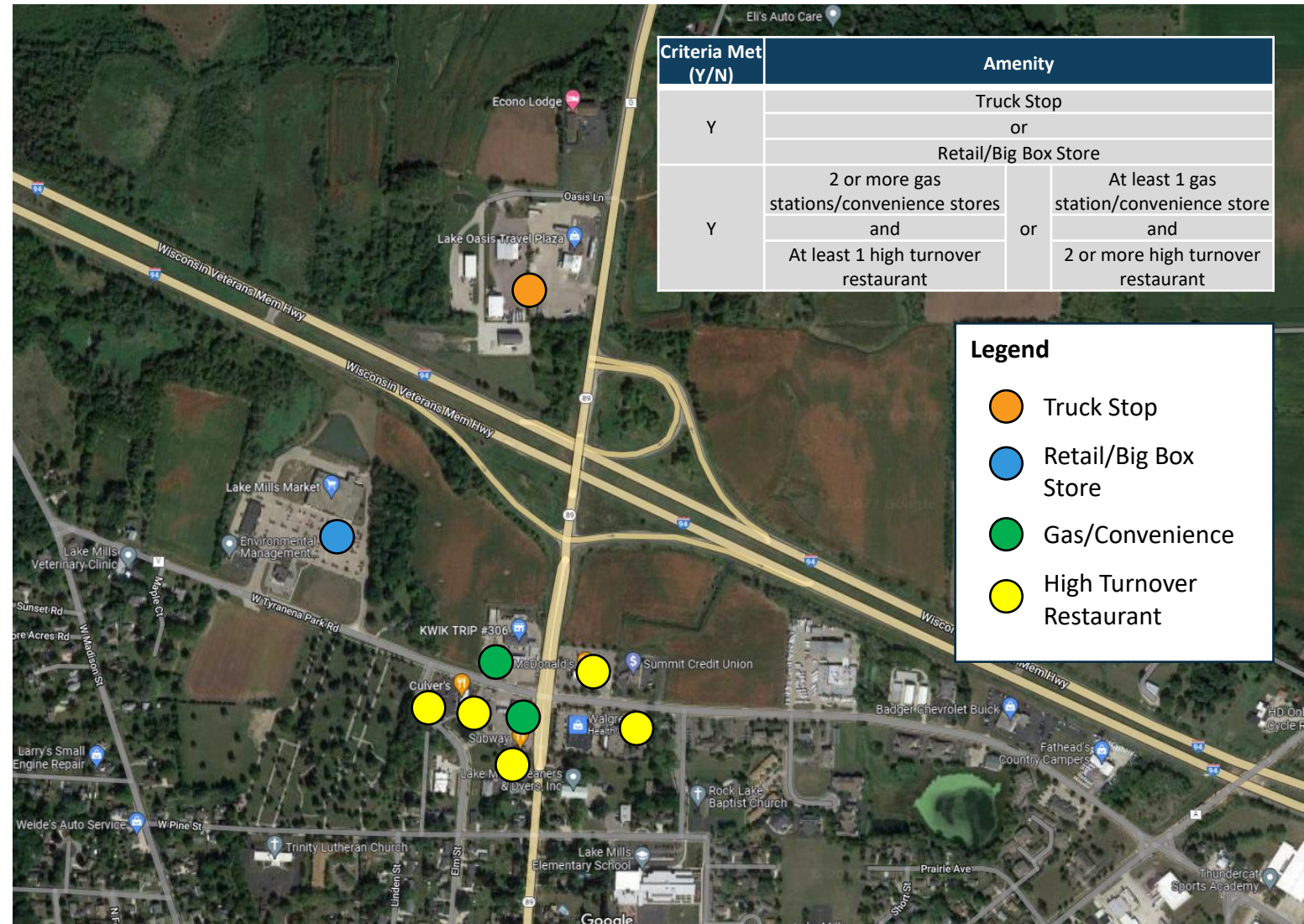
- In most cases, each gap will have multiple eligible exits.
- Because of this, WisDOT will need to develop objective prioritization criteria for grant program scoring.



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.



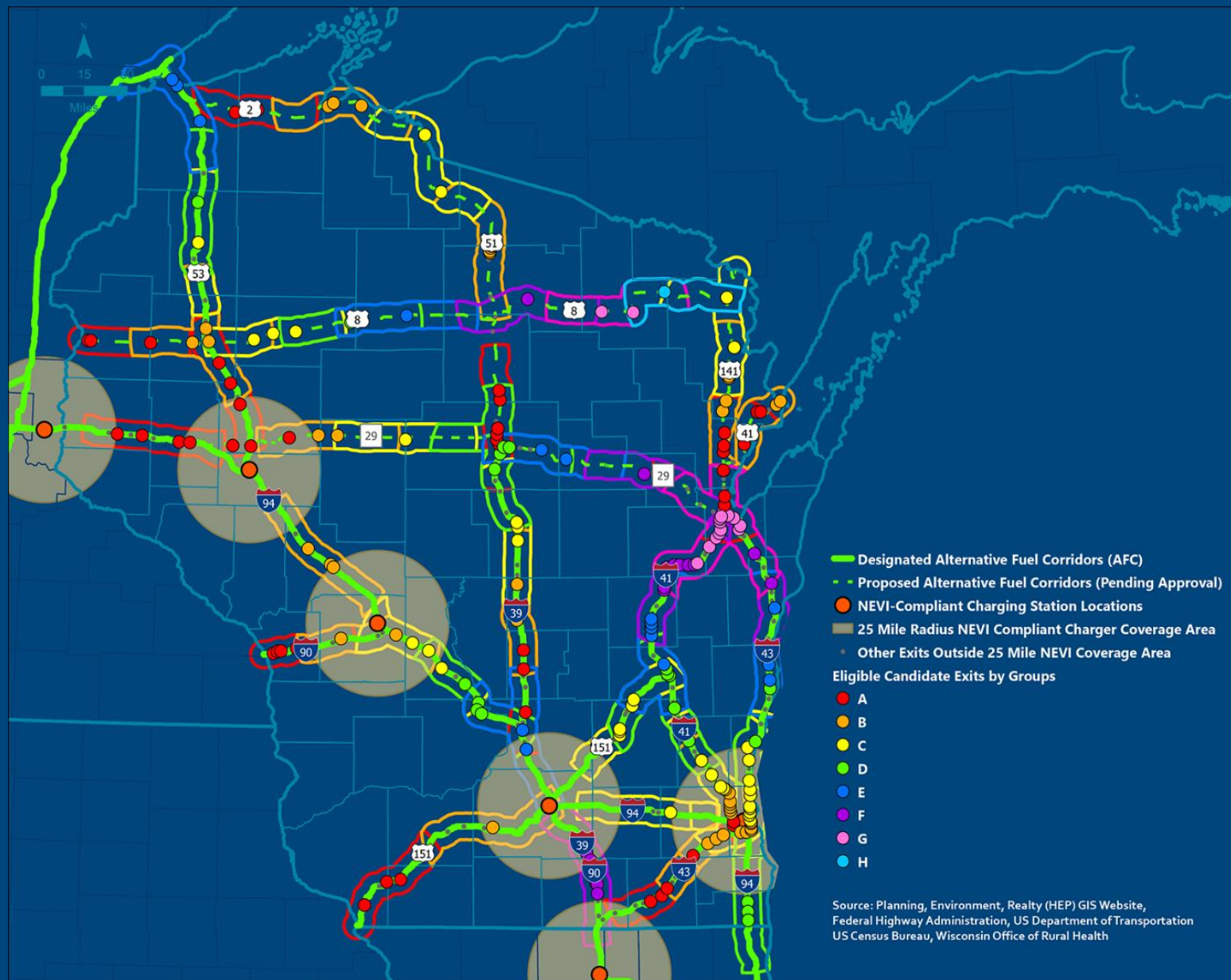
Identify “Approximate Locations” of NEVI-compliant EVSE on Interstates and AFCs

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.*

6 There are 61 groups of exits.

- 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*



National Electric Vehicle Infrastructure Standards and Requirements

- Rule applies to NEVI Program as well as “any publicly accessible EV charging infrastructure project funded with Federal funds that is treated as a project on a Federal-aid highway.”
 - *This final rule establishes minimum standards and requirements specific to the use of NEVI Formula Program funds, funds made available under Title 23, U.S.C. for projects for the construction of publicly accessible EV chargers, and any EV charging infrastructure project funded with Federal funds that is treated as a project on a Federal-aid highway. p17*
- **Clarified EVSE Requirements for AFCs vs Non-AFCs:**
 - All stations along AFCs must have at least four (4) network connected DCFC charging ports capable of charging 4 EVs simultaneously
 - All non-AFC locations can be all DCFC, all LII or combo
- **Different EVSE availability requirements for AFCs vs Non-AFCs**
 - AFC EVSE must be available 24/7/365
 - Non-AFC EVSE have to be available only within “operating hours” of site host

National Electric Vehicle Infrastructure Standards and Requirements

- **Communication of Price:**

- The NEVI final rule requires display and base price on \$/kWh but added 1-year from final rule deadline.
 - NEVI regulations require that charging stations funded under the program sell electricity by kilowatt hour.
 - This requirement ensures that charging station customers know and receive what they are paying for.
 - This is as opposed to less accurate methods, such as basing the price on how much time is spent at the charger.

COMMUNITY GRANTS:

- Located on any public road or in other publicly accessible locations, such as parking facilities at public buildings, public schools, and public parks, or in publicly accessible parking facilities owned or managed by a private entity.
- Must be publicly accessible.
- May use funds to contract with a private entity.
- Minimum award amount of \$500,000, maximum award amount of \$15 million.
- Must address environmental justice.
- Expected to reduce greenhouse gas emissions and to expand or fill gaps in access to publicly accessible infrastructure.
- Must be accessible to and usable by individuals with disabilities.



CORRIDOR GRANTS:

- Located along a designated AFC; EV charging within 1 mile and other alternative fuels within 5 miles of the AFC.
- Must be publicly accessible.
- Minimum award amount of \$1 million¹⁴, no maximum award amount.
- Must use funds to contract with a private entity.
- Must address environmental justice.
- Must be accessible to and usable by individuals with disabilities.

Build America, Buy America (BABA)



- Buy America Requirements for Electric Vehicle Charging Stations was released in the Federal Register on **2/20/2023**:
 - Phase 1: Waiver on BABA requirements until **6/30/24** (formerly **1/1/2024**).
 - EVSE manufactured before **6/30/24** does not need to meet BABA (aside from steel/iron in the housing components) so long as it is installed before **10/1/24**.
 - Housing components made with 51%+ steel and iron must be made entirely in US.
 - Phase 2: Beginning **7/1/24** (formerly **1/1/24**) 55% of the charging station must be made in America (defined as 55% of cost of all components).

Next Steps - 2023



Current WisDOT Activities

- Program and policy development supported by the final NEVI program rules and requirements
- Finalize mapping and potential preferred locations
- Ongoing stakeholder outreach that provided critical input in plan development
- Preparation for year two WEVI plan submittal

Preparation for Applicants

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

- Reading the NEVI Program requirements contained in the [Final 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)



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Questions?

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