Wisconsin Electric Vehicle Infrastructure Plan

Wisconsin Department of Transportation

2024 PLAN UPDATE

WEVI
Wisconsin Electric Vehicle Infrastructure

WISCONSIN DEPARTMENT OF TRANSPORTATION

September 1, 2024

FIGURES

TABLES

WEVI PLAN AND STATE TEMPLATE CHAPTER CORRELATION

The WEVI Plan is organized into 10 chapters containing all the enumerated content requirements from the Joint Office State Plan template issued with NEVI Program guidance on February 10, 2022, and updated guidance provided on June 2, 2023, and June 11, 2024. This table correlates the WEVI Plan chapters to those in the State Plan template.

WEVI Plan Chapters (1-10)		Joint Office State Template Chapters (1-14)
1	Introduction, Plan Vision, and Goals	1, 4
2	State Agency Coordination and Public Engagement	2, 3
3	Existing and Future Conditions Analysis	6
4	EV Charging Infrastructure Deployment	7
5	Program Management, Contracting, and Implementation	5, 8
6	Labor and Workforce Considerations	11
7	Civil Rights and Equity Considerations	9, 10
8	Physical Security and Cybersecurity	12
9	Program Evaluation	13
10	Discretionary Exceptions	14

ACRONYMS

Abbreviation / Acronym	Definition
23 CFR 680	National Electric Vehicle Infrastructure Standards and Requirements
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Transportation Officials
AFC	Alternative Fuel Corridor
ADA	Americans with Disabilities Act
ARPA	American Rescue Plan Act
BIL	Bipartisan Infrastructure Law
CIA	Central Intelligence Agency
CISA	Cybersecurity and Infrastructure Security Agency
CCS	Combined Charging System
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation Air Quality
CRP	Carbon Reduction Program
DAC	Disadvantaged Community
DATCP	Department of Agriculture, Trade and Consumer Protection
DCFC	Direct Current Fast Charger
DBE	Disadvantaged Business Enterprise
DBSI	Division of Budget and Strategic Initiatives
DMV	Division of Motor Vehicles
DOA	Department of Administration
DOE	Department of Energy
DNR	Department of Natural Resources
DOT	Department of Transportation
ESC	Electrification Steering Committee
EV	Electric Vehicle
EVITP	Electric Vehicle Infrastructure Training Program
EVSE	Electric Vehicle Supply Equipment
EWG	Electrification Workgroup
FAC	Freight Advisory Committee
FHWA	Federal Highway Administration
FY	Fiscal Year
FTA	Federal Transit Administration
GWAAR	Greater Wisconsin Agency on Aging Resources
GWh	Gigawatt-hour
ICE	Internal Combustion Engine
IDEA	Integrity, Diversity, Excellence, Accountability

Abbreviation / Acronym	Definition
kW	Kilowatt
kWh	Kilowatt-hour
LMP	Locational Marginal Price
MAASTO	Mid-American Association of State Transportation Officials
MAFC	Mid-America Freight Coalition
MISO	Midcontinent Independent System Operator
MAPSS	Mobility, Accountability, Preservation, Safety, and Service
MM	Mile Marker
MPO	Metropolitan Planning Organization
MOU	Memoranda of Understanding
MTEC	Midcontinent Transportation Electrification Collaborative
MTERA	Midwest Tribal Energy Resources Association
NEPA	National Environmental Policy Act
NEVI	National Electric Vehicle Infrastructure Program
NFPA	National Fire Protection Association
O&M	Operations and Maintenance
OBOEC	Office of Business Opportunity and Equity Compliance
PCI-DSS	Payment Card Industry Data Security Standards
PEV	Plug-In Electric Vehicle
PSC	Public Service Commission
Q&A	Questions and Answers
REV Midwest	Regional Electric Vehicle Midwest Coalition
RFP	Request for Proposals
ROW	Right-of-Way
RPC	Regional Planning Commission
SEP-14	Special Experimental Project No. 14
TOD	Time of Day
VW	Volkswagen
WEDC	Wisconsin Economic Development Corporation
WEVI	Wisconsin Electric Vehicle Infrastructure
WIEV	Wisconsin Electrification Initiative
WiNDAC	Wisconsin Non-Driver Advisory Committee
WIPTA	Wisconsin Public Transportation Association
WisDOT	Wisconsin Department of Transportation

Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 266-1114
FAX: (608) 266-9912
Email: sec.exec@dot.wi.gov

July 16, 2024

Dear Transportation Partners,

On behalf of the Wisconsin Department of Transportation (WisDOT), I am pleased to present the third edition of the Wisconsin Electric Vehicle Infrastructure (WEVI) Plan. This document is updated annually to outline the state's efforts to develop an electrification program incorporating Federal Highway Administration (FHWA) guidance.
In the past year, we have made significant progress as we move forward with efforts to build out the electric vehicle (EV) infrastructure in Wisconsin, culminating in the announcement of $23.3 million awarded for electric vehicle charging station projects throughout the state.

WisDOT continues to engage the public in this process, participating in 17 presentations and 24 one-on-one meetings with stakeholders since the Year 2 plan was approved last fall. WisDOT issued a first-round Request for Proposals (RFP) for charging station project grants in January 2024. After the submission period closed in April, WisDOT carefully reviewed the 264 submitted applications based on program priorities. In May, we announced the selection of 53 projects. Wisconsin is the first state to provide funding to two Tribal recipients and we are pleased to offer grants for sites planned in 14 disadvantaged communities.

This first round of awards would not have been possible without collaboration with state leaders to enact new legislation. Wisconsin Act 121 became law in March, allowing businesses to offer EV chargers that sell electricity by the kilowatt hour, a major incentive for businesses and a federal requirement. Act 122 created the WEVI program, enabling the department to receive and administer more than $78 million in Bipartisan Infrastructure Law funds.

WisDOT is evaluating options releasing of a second RFP to continue providing critical funding to help bring more EV charging stations to Wisconsin's highway system.

These investments play an essential role in preparing Wisconsin for a 21st-century transportation infrastructure. A strong EV network will ensure the state can support more environmentally friendly travel options long into the future, and WisDOT is committed to carrying out this vision for a more sustainable Wisconsin.

Sincerely,

Craig Thompson
Secretary

"Electrification is coming. The private sector has spoken. The major auto manufacturers are retooling and have announced ambitious plans to transition to producing predominantly electric vehicles in the near future. That is good for our environment because it can dramatically reduce emissions from burning fossil fuels. We in the public sector need to be ready for this transformational change – and in Wisconsin, we will be. That is why WisDOT is continuing to work with our partners to enhance Wisconsin's EV infrastructure and make the benefits of EVs available to everyone in Wisconsin."

- Wisconsin Department of Transportation Secretary Craig Thompson

1 INTRODUCTION, PLAN VISION, AND GOALS

Wisconsin's Electrification Initiative (WIEV) is a collaborative, statewide government effort to prepare and plan for transportation electrification in Wisconsin strategically. WIEV began in October 2021 with the Wisconsin electrification and infrastructure planning study.[1] As this study progressed, the National Electric Vehicle Infrastructure Program (NEVI) was established and planning efforts shifted to address the components of the NEVI Program.

The Wisconsin Department of Transportation (WisDOT) was required by the Federal Highway Administration (FHWA) to develop and submit a state plan and annual updates as a prerequisite to accessing federal funding for electric vehicle infrastructure deployment. The Wisconsin Electric Vehicle Infrastructure (WEVI) Plan was submitted in August 2022 and was approved by FHWA on September 14, 2022. WisDOT submitted the 2023 WEVI Plan update in August 2023, which was approved by FHWA on September 29, 2023. The WEVI Program, Plan, and Plan updates are components of the larger WIEV Initiative. They are informed by the original planning study, the NEVI Program criteria, and the continuation of robust state agency, stakeholder, and public engagement.

This 2024 WEVI Plan update documents what Wisconsin has learned during the second half of 2023 and early 2024 and identifies and discusses its updated goals. Wisconsin focused primarily on developing and implementing robust public engagement before the 2022 and 2023 WEVI Plan submittals to ensure program understanding and offer opportunities to provide feedback to assist in the WEVI Program development. This public engagement greatly informed the creation of an interactive GIS host site mapping tool. It increased the State's understanding of cybersecurity impacts related to EVSE and coordination with the Wisconsin State Legislature.

Following the 2023 WEVI Plan update submittal, Wisconsin has focused on developing procedures, documents, and implementation processes for electric vehicle (EV) charging infrastructure deployment, contracting, and evaluation while continuing public engagement. This 2024 WEVI Plan update documents these activities and their components, such as labor and workforce, and security. It sets goals for the WEVI Program to complete before submittal of the following annual plan updates.

[1] Wisconsin received a $1 million planning grant from the U.S. Economic Development Administration's disbursement of American Rescue Plan Act (ARPA) funds. These ARPA funds were provided to support state economic recovery from the coronavirus pandemic and to build local economies that will be resilient to future economic shocks.

1.1 Updates from the 2023 WEVI Plan Update

The 2024 WEVI Plan update provides information on additional activities since the 2023 WEVI Plan update submittal. In addition, policy and program changes are outlined to align with the NEVI Final Rule and FHWA feedback. The list below describes the changes to each chapter of the WEVI plan:

- Chapter 1: Introduction, Plan Vision, and Goals
    - Updated the introduction with additional 2024 WEVI Plan details, including Wisconsin's focus over the past year.
    - Inserted updated timeline graphic.
    - Added a table listing key milestones in the WEVI Program
- Chapter 2: State Agency Coordination and Public Engagement
    - Updated Wisconsin's coordination with state agencies following WEVI Plan submittal.
    - Updated the 'Engagement Tools and Activities' table summarizing key engagement activities held before and after the 2023 WEVI Plan update submission.
    - Updated information on engagement tools used after the submittal of the 2023 WEVI Plan update, including website pageviews, contact database, and media coverage.
    - Reorganized engagement by WEVI Plan period to reflect the change in engagement over time.
    - Added a section describing engagement before the 2024 WEVI Plan update submittal.
    - Added information on the Round 1 Request for Proposals (RFP) Informational Webinar and comment periods, including tables of common themes.
    - Added information on stakeholder meetings since the 2023 WEVI Plan update submittal and a table of common themes, including a row for questions and comments following Plan submittal.
    - Included information on MPO/RPC coordination following the 2023 WEVI Plan update submission.
    - Added a 2024 Stakeholder Presentations section and table.
    - Updated the Community Engagement Outcomes Report section, providing additional on its industry-specific engagement outcomes.
- Chapter 3: Existing and Future Conditions Analysis
    - Deleted text regarding Round 6 of the U.S. DOT AFC nomination process.
    - Removed information on Recreation Demand Weighting on Wisconsin's AFC network.
    - Updated Wisconsin's charging station and freight data.
    - Updated 'Public Transportation Needs' with information on the EPA's Clean School Bus Program awardees.
    - Provided the number of registered electric vehicles per Wisconsin county for 2023 in addition to 2021 and 2022 numbers.
    - Added information on registrations by county from May 2024 using Wisconsin's new registration reporting method.
    - Removed section on 'Projected WI EV Registrations'.
    - Updated Wisconsin's net annual electric generation by fuel source data and chart.

  - Updated Wisconsin's average monthly retail price for electricity data and chart.
  - Updated the 'Known Risks and Challenges' section to reflect changes since the 2023 Plan update.

- Chapter 4: EV Charging Infrastructure Deployment
  - Updated information about funding and awarded sites through Round 1 of the WEVI Program and the AFC gaps used in evaluation.
  - Added information on how to use WisDOT's Site Candidate Interactive Web tool.
  - Added information on the web tool released with the WEVI Round 1 RFP and how to use the tool.
  - Updated 'Infrastructure Development Next Steps' based on NEVI guidance, showing plans toward a fully built out determination and infrastructure deployment after build out.

- Chapter 5: Program Management, Contracting, and Implementation
  - Added a section detailing the WEVI Round 1 RFP information, including details on program management responsibilities.
  - Added a section describing the lessons learned from the first round of the WEVI Program.
  - Revised text to include language consistent with Wisconsin's Round 1 WEVI Program contracts.
  - Added information on Wisconsin's SEP-14 Waiver.
  - Updated evaluation criteria to reflect the Round 1 WEVI RFP.
  - Updated 'Plan for WEVI Program Federal, State and NEVI Rule Compliance' and 'Labor, Safety, and Training Standards' based on the Round 1 WEVI RFP and contracting process.

- Chapter 6: Labor and Workforce Considerations
  - Added information on compliance with 23 CFR 680,106(j).
  - Included information regarding workforce considerations in the Round 1 WEVI RFP.
  - Updated number of contractors Wisconsin has with Electric Vehicle Infrastructure Training Program certification.
  - Added information on the JOET BIL funding for the Wisconsin Regional Training Partnership.
  - Added information on how the Wisconsin EV manufacturing industry has impacted the Wisconsin workforce.

- Chapter 7: Civil Rights and Equity Considerations
  - Added information regarding the Justice40 Initiative and Climate & Economic Justice Screening Tool per updated guidance.
  - Updated information on metrics to identify and measure benefits to Disadvantaged Communities (DACs).

- Chapter 8: Physical Security and Cybersecurity
  - Added a section detailing physical security and cybersecurity efforts in the Round 1 WEVI RFP.

- Chapter 9: Program Evaluation
    - Added information on the requirement that site hosts will be required to abide by data submittal requirements described in 23 CFR 680.112.
    - Added a section on 'Evaluation Metrics' to show the performance of the WEVI Program.
    - Updated information on using WisDOT's MAPSS Program in program evaluation.
- Chapter 10: Discretionary Exceptions
    - No changes
- Appendices
    - Added a table and map detailing the planned charging stations designated through the Round 1 WEVI RFP in Appendix B.

1.2 WEVI Plan Vision and Goals

The WEVI Plan vision is to develop an interconnected EV transportation charging network that facilitates the safe movement of people and goods throughout Wisconsin. The objectives of the WEVI Plan that support the goals described in **Section 1.2.2** include the following (see **Chapter 5** for details on Wisconsin's plan to aggregate data and network reliability).

- **Equity:** Ensure equitable distribution of benefits that improve access for all populations, including rural and underserved communities in Wisconsin.
- **Partnership:** Optimize the NEVI Program funding by building and strengthening partnerships.
- **Connectivity:** Develop a robust, interconnected charging network that reduces range anxiety and meets the State's growing charging needs.
- **Safety:** Employ robust safety standards that ensure all funded infrastructure is safe and reliable for travelers in Wisconsin.
- **Accountability:** Establish performance monitoring and data analytics practices to inform and improve operations and investment.

1.2.1 Vision Statement

Develop an interconnected electric vehicle charging network that facilitates the safe movement of people and goods throughout Wisconsin.

1.2.2 Goals

WEVI Plan goals include:

1. Establish a network of publicly accessible charging stations on Wisconsin's Interstates, Alternative Fuel Corridors (AFCs), and regional routes of significance.
2. Continue stakeholder collaboration to inform planning, deployments, program evaluation, and annual plan updates.

3. Integrate EV charging infrastructure across the state, including urban, rural, and suburban areas and historically underserved communities.
4. Leverage funding and partnerships to adapt the state's transportation infrastructure to facilitate electrified transportation.

Quantifiable Goals:

- 100% of Wisconsin Interstates and AFCs fully built out to NEVI Program standards.
- 85% of the Wisconsin State Highway System within 25 miles of NEVI-compliant fast charging stations.

Wisconsin's long-term outlook for the program is to build out a statewide NEVI-compliant network with an emphasis on geographic equity, while the short-term outlook will be focused on achieving NEVI compliance along interstate corridors. The key to achieving the plan's vision and goals is WisDOT's emphasis on education, outreach, collaboration, stewardship, and applying a data-driven approach.

EDUCATION, OUTREACH, AND COLLABORATION

State Agency Coordination and Public Engagement describes how WisDOT has coordinated and collaborated with impacted state agencies and engaged with the public.

STEWARDSHIP

Program Management, Contracting, and Implementation identifies how the NEVI Program will be implemented in Wisconsin, including contracting considerations for building and maintaining electric vehicle supply equipment (EVSE), WisDOT program management, and EVSE data collection and sharing.

Civil Rights and Equity Considerations describes how Wisconsin will comply with state and federal civil rights laws during the planning and implementation of electrification. This includes plan development through engagement with rural, underserved, and disadvantaged communities and stakeholders, recognizing the need for these conversations to extend beyond the initial 2022 WEVI Plan and 2023 WEVI Plan update submissions.

DATA-DRIVEN APPROACH

Existing and Future Conditions Analysis identifies conditions in Wisconsin within one travel mile of the AFCs and known risks and challenges for EVSE deployment. This section explores land use patterns, grid capacity, industry/market conditions, and other important information related to EVSE deployment.

EV Charging Infrastructure Deployment identifies the overall strategy for prioritizing installations along designated AFCs.

Physical Security and Cybersecurity will identify Wisconsin's approach to avoid compromising stations, vehicles, and personally identifying information or other sensitive data.

Program Evaluation identifies plans to evaluate performance in achieving Wisconsin's 5-year plan vision and goals.

1.3 State Plan for Electric Vehicle Infrastructure Deployment Development and Adoption

Below is a graphic outlining the progression of Wisconsin's planning efforts, including key dates at the state and federal levels.

Figure 1-1: Planning Process Timeline

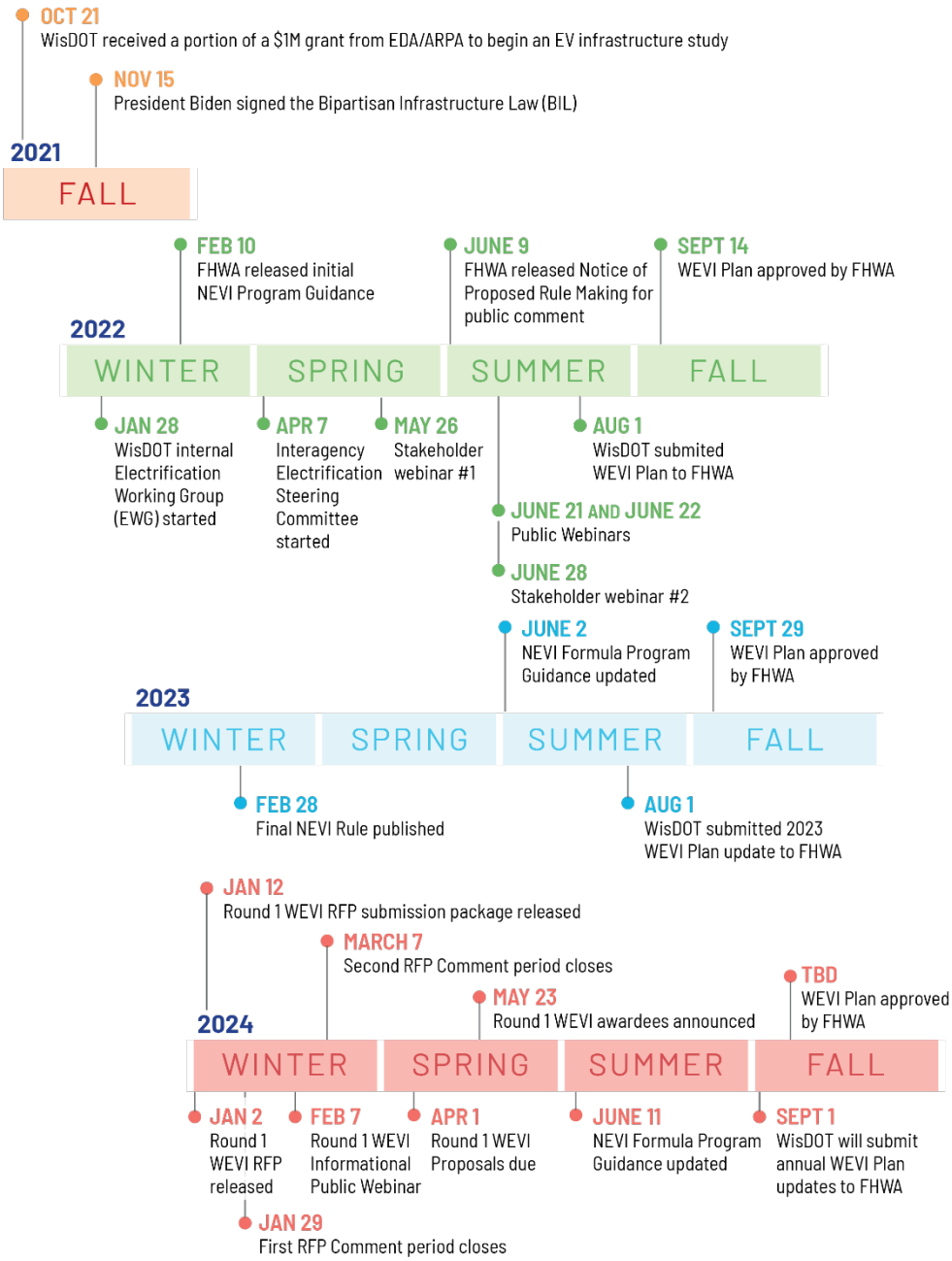


Table 1-1 below lists key milestones achieved through Round 1 of the WEVI Program.

Table 1-1 WEVI Program Key Milestones

Key Milestone	Date Achieved
WEVI Round 1 RFP Release	January 2, 2024
WEVI Round 1 Review Process Began	April 2, 2024
WEVI Round 1 Awardees Announced	May 23, 2024
Kickoff Meeting with Round 1 Awardees	May 29, 2024
First projects approved in the Statewide Transportation Improvement Program (STIP) amendment	June 17, 2024
First NEPA checklist completed	July 26, 2024
Execution of first WEVI contract	September 4, 2024
Authorization of Construction	September 2024
First operational WEVI station opens	October/November 2024

2 STATE AGENCY COORDINATION AND PUBLIC ENGAGEMENT

2.1 State Agency Coordination Introduction

Wisconsin's comprehensive approach to state agency coordination in the development and approval of the WEVI Plan includes the following:

- Establishment of the Wisconsin Electrification Steering Committee (ESC)
- Individual meetings and coordination with state agencies
- Coordination with the Wisconsin Economic Development Corporation (WEDC)
- Establishment of the Wisconsin Department of Transportation Electrification Workgroup (EWG)

The following sections provide further detail on each state agency's coordination activity, including roles and responsibilities of the committees and other groups. WisDOT continues to work with these agencies in the ways discussed below.

2.1.1 Memoranda of Understanding (MOUs) with Other State Agencies

WisDOT has no formal MOUs for NEVI Formula Program administration with other state agencies. However, as the following sections detail, collaboration is essential for WisDOT as an agency. WisDOT has taken a collaborative approach in all NEVI planning and implementation elements.

WisDOT continues to convene an Electrification Steering Committee (ESC) comprised of a diverse set of state agency partners, host a continuing set of one-on-one collaboration meetings with peer state agencies, and host an internal WisDOT Electrification Workgroup (EWG) comprised of various agency division staff. WisDOT will continue approaching NEVI Formula planning, annual WEVI Plan updates, and program administration with a collaborative, team-based approach.

2.2 Wisconsin Electrification Steering Committee

Electric vehicles and system electrification is not a centralized topic. Potential deployment decisions and strategies impact multiple Wisconsin state agencies. To ensure Wisconsin reflects a comprehensive perspective in the WEVI Plan, an external steering committee was created with six state agencies, including the Department of Transportation; Department of Natural Resources; Department of Agriculture, Trade and Consumer Protection; Wisconsin Economic Development Corporation; Department of Administration/Office of Sustainability and Clean Energy; and Public Service Commission.

As the lead agency of the ESC, WisDOT coordinated with the state agencies to collaborate on and define key roles and responsibilities relative to electrification, as summarized in **Table 2-1**. Following the adoption of the WEVI Plan, the ESC continued to schedule monthly meetings to receive updates and discuss NEVI infrastructure standards and requirements, the Buy America waiver, discretionary programs, and program management.

Table 2-1: Agency Members of the Wisconsin Electrification Steering Committee and Responsibilities

Department	Responsibilities
Wisconsin Department of Transportation	• Responsible for administering the NEVI Program funds • Lead for WEVI Plan • Data collection and analysis - corridor mapping, vehicle data, state-owned parcels/real estate • Legislative considerations: State highway and Interstate restrictions • County and local road coordination • Administer the existing EV registration surcharge • Program administration for other EV and EVSE-eligible programs (Congestion Mitigation Air Quality (CMAQ), Carbon Reduction Program (CRP)) • Propose Alternative Fuel Corridors for designation
Wisconsin Department of Natural Resources	• Environmental issues • State parks • Air quality
Wisconsin Department of Agriculture, Trade and Consumer Protection	• Consumer protection regulation, specifically monitoring for unfair trade practices and deceptive advertising • Regulation of commercial weights and measure devices, including EVSE (by adopted standard) • Fuel tank/tank attribute setback requirements concerning hazards (EVSE)
Wisconsin Economic Development Corporation	• Industry and manufacturing opportunities within Wisconsin • Monitor Buy America policies • U.S. Economic Development Association grant management
Wisconsin Department of Administration	• Office of the Sustainability and Clean Energy • Clean Energy Plan administration • Volkswagen (VW) settlement funds administration • Regional Electric Vehicle Midwest – point of contact • Lake Michigan Circuit – point of contact • Fleet upgrades
Public Service Commission of Wisconsin	• Office of Energy Innovation • Energy Innovation Grants • Electric grid reliability • Utility definitions, relationships, and regulation

Wisconsin's state agencies are discussing topics ranging from consumer protection, state legislative needs, infrastructure and consumer safety, grid capacity, government roles and responsibilities, and ongoing collaboration. The agency representatives were provided with the 2022 WEVI Plan and 2023 WEVI Plan updates and had an opportunity to review and comment before submittal. Coordination efforts continued into 2024, and the agencies were informed of the 2024 WEVI Plan update.

2.3 Individual Agency Coordination

In addition to the ESC meetings, one-on-one meetings between WisDOT and state agencies were conducted to solicit input in creating the WEVI Plan. Table 2-2 lists those agencies and the topics discussed with each.

Table 2-2: One-on-One Discussions with State Agencies

Agencies	Discussion Topics
Public Service Commission of Wisconsin (PSC)	• Grid capacity • Utility involvement in EVSE – historical, current, future • Electric rate structure
Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP)	• Regulation of EVSE
Wisconsin Economic Development Corporation (WEDC)	• EDA grant coordination • EV planning and activity coordination • Stakeholder recommendations

2.3.1 WEDC Economic Development and Supply Chain Analysis

During 2022, the WEDC began developing a strategy for transitioning Wisconsin's manufacturing base and innovation ecosystem toward EVs and electrified technologies. In May 2023, the WEDC released a report titled "Wisconsin's Electric Vehicle/Electrification Supply Chain Strategy." The report assessed the disruption risks faced by Wisconsin's automotive suppliers, developed strategic and policy recommendations to assist Wisconsin companies in navigating the long-term transition to EVs, and identified state and local assets that Wisconsin can leverage to implement these recommendations.

In July 2024, the WEDC released a set of supplementary recommendations to the original strategy focused on Wisconsin's broader electrification cluster, including power electronics, power transmission, and other electrical equipment manufacturing. This supplement builds on the recommendations of the original strategy, providing an assessment of the strengths, weaknesses, opportunities, and threats the electrification cluster faces.

The WEDC interviewed EV equipment suppliers based in or operating in Wisconsin. These interviews collected information about their EV infrastructure development work for other states, regions, or countries.

2.4 Intra-agency Working Group

WisDOT is one of only two state Departments of Transportation (DOTs) in the nation, with the State Patrol and the Division of Motor Vehicles (DMV) as divisions of the agency's organizational structure. This enables WisDOT to seamlessly develop a workgroup with all its divisions to better understand transportation electrification concerns, needs, and goals.

2.4.1 Electrification Workgroup

The Electrification Workgroup (EWG) comprises representatives from every division within WisDOT who are nominated by division leadership based on their expertise in department policies and programs. EWG works to define and implement Wisconsin's transportation electrification policies and procedures.

Table 2-3: WisDOT Division Members of the Electrification Workgroup

Division	Responsibilities
Division of Budget and Strategic Initiatives	• Lead on developing WEVI Plan • Budget and revenue management • EVSE corridor planning • EDA grant administration • State and federal regulations and policies • Inter-agency coordination • Stakeholder and public engagement
Division of Business Management	• Fleet conversion • Data system needs and security
Division of Motor Vehicles	• EV registration data • Surcharge collection
Division of State Patrol	• Vehicle safety and enforcement
Division of Transportation Investment Management	• Corridor mapping and traffic data • Regional planning • Administration of WisDOT programs • Local Programs, county and municipal program funding and contractual support • Alternative Fuel Corridor program nominations and coordination • Coordination with Metropolitan Planning Organizations and Regional Planning Commissions • Statewide long-range planning
Division of Transportation Systems Development	• Guidance on right-of-way (ROW) use, access management, utility accommodation and permitting • Project development and process documentation • Intelligent Transportation System deployment • Roadside facilities management

Initially, group representatives received the questions/prompts a month before the meetings to ensure time for discussions to occur within the individual divisions before the meeting. Discussion prompts included impacts on work occurring in specific areas, concerns regarding electrification, legal implications, barriers, brainstorming optimal partnership and placement opportunities for EVSE, data requirements, and equity considerations. Since the adoption of the WEVI Plan, discussions have been specific to the implementation of the WEVI Plan.

Discussion prompts directly informed sections within the WEVI Plan, such as state agency coordination, public engagement, WEVI Plan vision and goals, EV charging infrastructure deployment, implementation,

equity considerations, and cybersecurity. The EWG was also allowed to review the 2023 WEVI Plan update before submittal to offer any feedback on its contents.

Since adopting the WEVI Plan, the EWG has scheduled monthly meetings to receive updates and provide input about NEVI compliance standards, the 2023 WEVI Plan update, and its associated Stakeholder Gap Analysis (see Section 2.10.12). Ongoing public outreach initiatives and program deployment and management functions were also discussed.

2.5 Public Engagement Introduction

The values statement for WisDOT has guided the development of the WEVI Plan. It will continue to do so throughout its implementation. The values statement, entitled WisDOT IDEA, includes the following:

- **Integrity –** Building trust and confidence in all our relationships through honesty, commitment, and the courage to do what is right.
- **Diversity –** Creating an environment inclusive of all people and opinions, cultivating opportunities to bring varied perspectives to our work and decision-making.
- **Excellence –** Providing quality products that exceed our customers' expectations by being professional and the best in all we do.
- **Accountability –** Being individually and collectively responsible for the impact of our actions on resources, the people we serve, and each other.

The values of WisDOT IDEA lay the foundation for the robust and inclusive public and stakeholder organization engagement strategy implemented through the WIEV Initiative and the WEVI Plan development. Included in the strategy are five public engagement objectives:

1. Identify and involve key stakeholder groups in the WEVI Plan's development.
2. Engage the public on preferred EV charging station locations, charging preferences, costs, and future use of electric vehicles.
3. Engage stakeholders to ensure EV charging infrastructure achieves equitable and fair distribution.
4. Ensure public participation opportunities are provided to facilitate audience accessibility.
5. Establish public participation opportunities when the WEVI Plan is updated or new federal guidance is available.

Table 2-4 summarizes Wisconsin's public engagement strategies during the WEVI Program and Plan development. Additional details on each activity and its outcomes are provided here.

Table 2-4: Key Engagement Tools and Activities

		Engagement Highlights Before Submittal of:		
Activity	**Date/s**	**2022 WEVI Plan**	**2023 WEVI Plan Update**	**2024 WEVI Plan Update**
Electrification of Wisconsin Website	Launched March 23, 2022	3,485 total page views	3,638 total page views	15,078 total page views
Informational Material Dissemination	Emailed in July and August 2022, January 2024	Sent to over 800 contacts	N/A	Sent to over 1,200 contacts
Online Comment Forms	Emailed to contacts with webinar invitations on 5/17/22, 6/10/22, and 6/17/22	33 online comments received	27 online comments received	71 online comments received
Press Releases	June 2022	1 issued	N/A	1 issued
Stakeholder Organization Webinars	May 26 and June 28, 2022	305 total participants 97 total comments	N/A	N/A
General Public Webinars	June 21 and June 22, 2022	221 total participants 58 total comments	N/A	N/A
One-on-One Stakeholder Organization Meetings	May 2022 – July 2022	58 Stakeholder Organization Meetings	53 Stakeholder Organization Meetings	9 Stakeholder Organization Meetings
Metropolitan Planning Organization (MPO) and Regional Planning Commission (RPC) Meetings	July 6, 2022 and October 11, 2022	Wisconsin's MPOs and RPCs were invited	58 MPO/RPC attendees	97 MPO/RPC attendees
WEVI Plan Public Comments	July 14 – July 24, 2022	226 comments received	N/A	N/A
WEVI Presentations	Started September 13, 2022	N/A	18 events	10 events
ArcGIS Tool	Launched August 1, 2023	N/A	N/A	8,301 total page views
WEVI Informational Public Webinar	February 7, 2024	N/A	N/A	166 total participants 46 total comments
WEVI Round 1 RFP Comments	January 2, 2024 – March 7, 2024	N/A	N/A	70 comments received
RFP Tool	Launched January 12, 2024	N/A	N/A	9,498 total page views

WisDOT used social media as an engagement strategy in 2022, reaching an audience of 29,984, 3,585 of whom engaged with content, with 107 total clicks. Wisconsin did not see effective engagement through social media, so these efforts did not continue for the WEVI Plan updates.

2.6 Engagement Tools

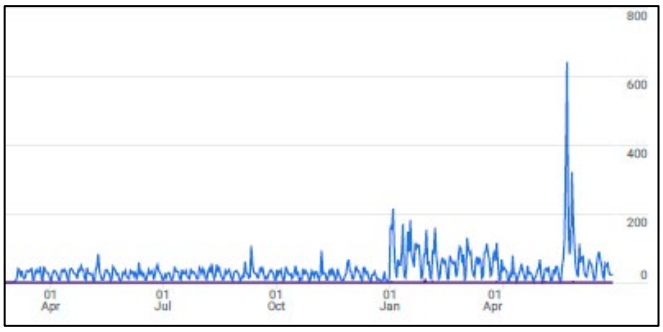
The engagement tools discussed below were implemented at the beginning of the project and continue to be applied to provide information and gain input and feedback.

2.6.1 Electrification of Wisconsin Website

WisDOT launched its Electrification of Wisconsin website on March 23, 2022. The website provides information on the department's ongoing EV infrastructure efforts, the WEVI Program, the Round 1 RFP and submission package, essential dates, stakeholder and public webinar events, links to the database subscription and comment forms, state, and federal resources, and approved and pending WEVI Plans.

The public involvement activities on the website provide a road map for obtaining imperative information from the public and stakeholder organizations. The engagement tools ensure that Wisconsin has a high level of equitable public and stakeholder organization collaboration in the WEVI Plan development and that the WEVI Program is being developed partly from public and stakeholder input. The website saw traffic throughout the 2022 WEVI Plan period, especially when public input was sought before the Plan submittal. The website continued to see steady traffic through the 2023 WEVI Plan update development and more robust traffic during the development of the WEVI deployment procedures and the 2024 Round 1 RFP release, as indicated in Figure 2-2. The webpage is updated with new information as the WEVI Program develops.

Figure 2-1: Electrification of Wisconsin Website Pageviews, March 2023 – June 2024



2.6.2 Contact Database / Subscription and Comment Forms

Wisconsin developed and continues to maintain a stakeholder and public contact database comprised of the following groups. They were engaged throughout the development of the WEVI Program, Plans and Plan updates.

- Utility, freight and logistics, and labor and workforce companies
- Private sector partners
- State, regional, and local government representatives
- Tribal nation representatives

- Underserved and disadvantaged community representatives

The database generated registration and comment forms for those interested in receiving WEVI Plan-specific updates. The form is posted on the Electrification of Wisconsin website. At the time of the 2022 WEVI Plan submittal, the contact database had over **800 contacts.** At the time of the 2023 WEVI Plan update submittal, the database had over **1,100 contacts**. At the time of the 2024 WEVI Plan update submittal, the database had over **1,200 contacts.** This database enables Wisconsin to summarize public engagement continuously, effectively and seamlessly connect with the project's contacts.

2.6.3 Media Coordination and Coverage

Multiple local and national news agencies covered WEVI events, the approval of the initial 2022 WEVI Plan and subsequent updates, and the Round 1 RFP and contracting processes. **Table 2-5** lists the date of the coverage, the name of the media outlet, the title of the article, and the general topics covered in the article. This list is not comprehensive. A link to the article is provided in the title column. Wisconsin will continue to coordinate with the media in subsequent WEVI Plan updates.

Table 2-5: Media Coverage 2022 to 2024

Date	Media Outlet	Title & Link	Topics
6/17/2022	Urban Milwaukee	WisDOT hosting webinars on the future of electric vehicles in Wisconsin	General Public Webinars NEVI Program
6/22/2022	NBC 15	Wisconsin Department of Transportation planning to expand electric vehicle charging stations	General Public Webinars NEVI Program
6/22/2022	WQOW Channel 18 Eau Claire	Wisconsin DOT adding 781 miles of charging-supported new routes for electric vehicles	Wisconsin's Current Charging Stations NEVI Program WEVI Plan
6/22/2022	WEAU 13 News	Wisconsin Department of Transportation planning to expand electric vehicle charging stations	General Public Webinars NEVI Program
6/26/2022	Wisconsin News	Wisconsin Department of Transportation working toward electric vehicles	General Public Webinars NEVI Program WEVI Plan
6/27/2022	Oshkosh Northwestern	As federal programs lay groundwork for electric vehicles, WisDOT is determining state's role	NEVI Program WEVI Plan
6/29/2022	Construction Equipment Magazine	Wisconsin Looks to Expand EV Charging	General Public Webinars NEVI Program

Date	Media Outlet	Title & Link	Topics
8/25/2022	Spectrum News 1	Wisconsin makes a push for electric vehicles	EV Registration NEVI Program
9/14/2022	Wisconsin Public Radio (WPR)	Wisconsin to build network of fast-charging stations for electric vehicles, but supply chain issues may slow transition	WEVI Program Supply Chain
9/15/2022	FOX 6 Milwaukee	Wisconsin gets $78M for electric vehicle network	WEVI Plan Approval NEVI Program
9/16/2022	CBS 58 Newsroom	Wisconsin to receive $78M in funding to expand electric vehicle charging stations	WEVI Plan Approval Alternative Fuel Corridor Locations
9/16/2022	WMTV NBC 15	Wisconsin to receive nearly $78.65 million for electric vehicle infrastructure	WEVI Plan Approval EVs and Infrastructure
9/16/2022	27 WKOW ABC	Federal Highway Commission approves plan to build public electric vehicle charging stations on major Wisconsin roadways	WEVI Plan Approval Alternative Fuel Corridor Locations
9/17/2022	Wisconsin State Journal	Wisconsin EV charging plan approval clears way for $78M in federal funds	WEVI Plan Approval EVs and Infrastructure
9/23/2022	Tomahawk Leader	Federal Highway Administration green-lights Wisconsin's Electric Vehicle Plan	WEVI Plan Approval Alternative Fuel Corridor Locations
9/27/2022	WSAW-TV	Wisconsin could add electric vehicle chargers on highways by Spring 2023	NEVI & WEVI Alternative Fuel Corridors
9/28/2022	Milwaukee Journal Sentinel	The U.S. DOT OK'd Wisconsin's plan to build a network of high-speed electric vehicle charging stations. Here's what it could look like.	WEVI Plan Approval EVs and Infrastructure
12/9/2022	WUWM 89.7 Milwaukee's npr	Wisconsin DOT has electric plans for the new year – add more EV charging stations	WEVI Plan Approval EV Registrations and Infrastructure
3/20/2023	Wisconsin Public Radio (WPR)	With range? Potential buyers weigh incentives and Wisconsin's infrastructure amid EV transition	EVs and Infrastructure WEVI Program
6/7/2023	Wisconsin Public Radio (WPR)	Law May Prevent Wisconsin From Using $78M in Federal Funds to Build Publicly Available EV Charging Stations	NEVI & WEVI Electricity sold by kilowatt-hour

Date	Media Outlet	Title & Link	Topics
1/17/2024	Spectrum 1 News	Wisconsin Senate passes bills clearing the way for electric vehicle charging stations across state	NEVI & WEVI Legislation
1/17/2024	Southern Wisconsin Times	Janesville and Rock County are Priority Locations to Receive a Federal Grant for Electric Vehicle Charging Stations	NEVI & WEVI Publicly accessible EV charging stations
3/13/2024	Wisconsin Public Radio (WPR)	Wisconsin is closer to building out an EV charging network	NEVI & WEVI Electricity sold by kilowatt-hour
3/14/2024	Milwaukee Journal Sentinel	Bill that will allow Wisconsin to start building a statewide EV charging network headed to governor	NEVI & WEVI Electricity sold by kilowatt-hour
3/20/2024	AP News	Governor signs bills creating electric vehicle charging station network across Wisconsin	NEVI & WEVI Electricity sold by kilowatt-hour
5/24/2024	WISN-TV	Millions granted to expand electric vehicle charging infrastructure in Wisconsin	NEVI & WEVI Publicly accessible EV charging stations
5/28/2024	Green Bay Press-Gazette	EV Charging stations coming to 12 sites in Green Bay, northeastern Wisconsin thanks to grant	NEVI & WEVI Publicly accessible EV charging stations
5/27/2024	Wisconsin Public Radio (WPR)	Over 50 locations across Wisconsin selected for federally funded EV charging stations	NEVI & WEVI Publicly accessible EV charging stations
7/2/2024	Sawyer County Record	NW Wisconsin to have 13 electrical vehicle charging stations funded under new DOT program	NEVI & WEVI Publicly accessible EV charging stations

2.7 Engagement Activities and Outcomes

Since the WEVI Program's conception in 2022, Wisconsin has conducted various engagement activities to share information with and obtain feedback from the general public and stakeholders regarding the NEVI and WEVI Programs, WEVI Plans, and the Round 1 RFP release and contracting procedures. These activities include:

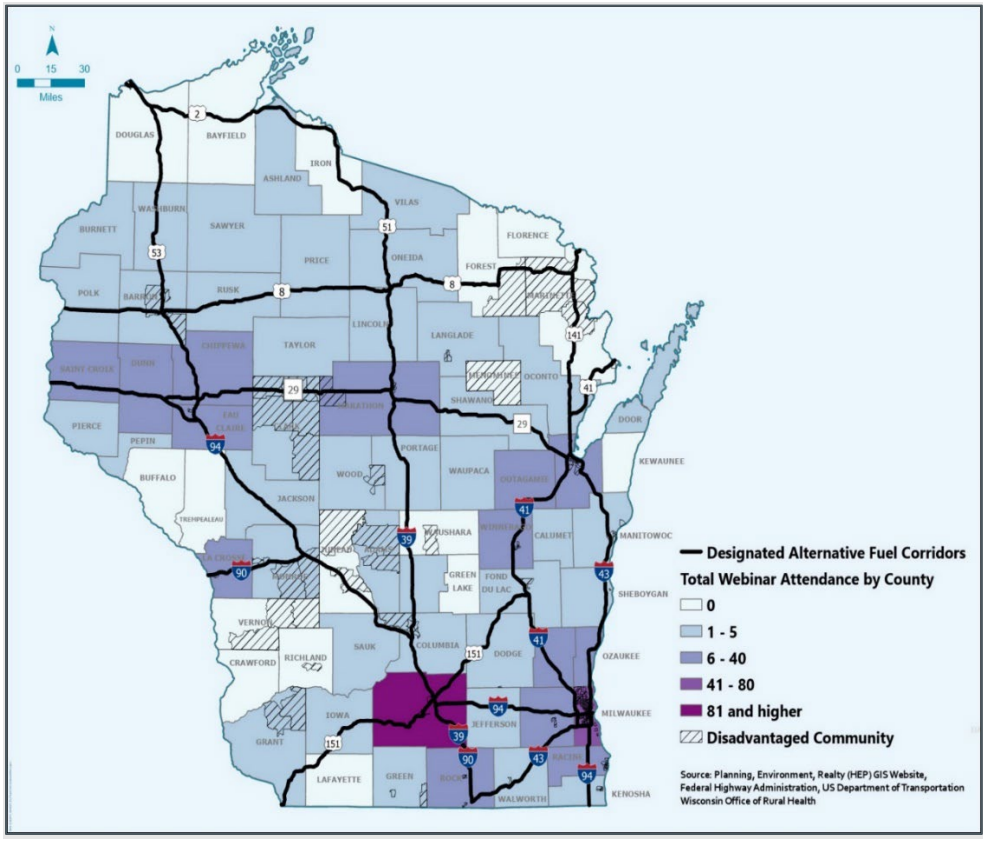
- General Public Webinars
- WEVI Plan Review and Comments
- Stakeholder Webinars
- One-on-one stakeholder meetings
- MPO and RPC meetings
- WEVI Presentations at conferences and events

This section describes the engagement activities held during the WEVI Program timeframe.

2.7.1 General Engagement Outcomes

The 2022 WEVI Plan engagement attracted **511** participants to four webinar events. Wisconsin is proud of its engagement effort, reaching people within 54 of Wisconsin's 72 counties in two months, as shown in Figure 2-2. Wisconsin is pleased that 226 quality public comments were received and considered for this WEVI Plan, subsequent plans, and the deployment phase of Wisconsin's Electrification Initiative.

Figure 2-2: Total Webinar Event Participants by County



2.7.1.A. COMMON WEBINAR FEEDBACK

The following ten common themes emerged from the WEVI Plan stakeholder organization and public engagement events and activities:

- Commercial entities are excited about the WEVI funding opportunity, are eager to learn about the selection criteria, and want to apply as soon as possible.
- Limiting EVSEs to a minimum of 150 kW (kilowatts) per port concerns manufacturers working on new technology, such as inductive charging, and those already invested in Direct Current Fast Charger (DCFC) EVSE.
- There is excitement about looking at land use patterns as part of the selection criteria.
- Desire for Wisconsin – already a manufacturing state – to have a significant role in EVSE manufacturing to support local and state economic development and job growth.
- Electric grid supply and capacity is a concern with the requirement for 600 kW at one site, especially as more manufacturers switch to 100% electric.
- There is excitement about the ability to fund EVSE connected to renewable energy and storage.
- Supply chain concerns are prevalent since all 50 states could procure American-made EVSE simultaneously.
- Desire for guidance on the funding availability for EVSE not on the AFCs.
- Affordability and equity concerns regarding EVs and desire for government to incentivize light-duty vehicle manufacturers to reduce EV prices.

- Funding is needed for medium- and heavy- duty EVs and EVSE since shipping and freight companies, municipal fleets, and fire stations are currently investing in EVs, and they produce the most tailpipe emissions.

2.7.2 One-On-One Stakeholder Organization Meetings

Identified as a central presentation and feedback approach, Wisconsin has focused its continued engagement on holding virtual and in-person one-on-one meetings with stakeholders who have identified interest in the WEVI Plan and efforts and those whom Wisconsin deems essential to reach out to. Stakeholder meetings have expanded Wisconsin's understanding of EV charging infrastructure needs and technology.

2.7.2.A ONE-ON-ONE STAKEHOLDER MEETING OUTCOMES

Table 2-6 provides a summary of the experiences that stakeholders had with EV infrastructure before the initiation of the WEVI Program and planning efforts. It also summarizes the common concerns and questions they had at that time.

Table 2-6: Stakeholder Meeting Common Themes

Experience with EV Infrastructure	• Exploring or starting EV initiatives • Already partnering with commercial and industrial customers • Exploring EVSE in rural communities • Some stakeholders have experience offering EVSE in addition to other alternative fuel sources
Benefits and Opportunities of Transportation Electrification	• Potential to decrease the carbon footprint while meeting customer needs • Long-term return on investments benefit • Thoughtful placement of where to place EVSE in communities
Concerns with Using EVs and EVSE	• The cost of EVs needs to be cost-neutral or better when compared to internal combustion engine (ICE) vehicles • The affordability of EVs is a barrier for some • Power grid capacity to support EV adoption • Anxiety for some about EV battery ranges • A lack of education on how to use EV infrastructure • Concern regarding not being able to charge EVSE users by the kilowatt-hour (kWh) in Wisconsin
Concerns with the NEVI Program	• 150 kW per port is insufficient for heavy-duty vehicles • Some stakeholders are pausing current EVSE installation projects while waiting for the deployment of the NEVI Program • Supply chain issues may slow EVSE installation • 150 kW per port criteria may be too limiting in light of future technology, i.e., inductive charging

2.7.2.B STAKEHOLDER TYPES

Stakeholders who informed the development of the WEVI Plan and the planning of the WEVI program in the development of the 2022 WEVI Plan broadly represent the following organization types:

- Metropolitan Planning Organizations and Regional Transportation Planning Organizations
- Counties and cities, including coordination with existing EV charging programs
- State environmental protection agency
- State economic development agency
- State public utility commission
- State weights and measurement agency
- State consumer protection agency
- County and municipal public transportation agencies
- State manufacturing extension partnerships
- Emergency/disaster preparedness and public safety agencies
- Tribal governments
- Electric utilities and transmission and distribution owners and regulators
- Community-based organizations, small business associations, Chambers of Commerce, and private entities
- Private sector EV charging station owners and network operators
- Investors in EV charging infrastructure
- Vehicle manufacturers
- Unions and other labor organizations
- Minority- and women-based organizations
- Freight industry groups
- Environmental justice, equity, and other community advocacy organizations, EV industry organizations, and EV advocacy groups
- Gas station owners and operators
- Ride-share drivers/taxi drivers

2.8 Engagement Before 2022 WEVI Plan Submittal

Before the submittal of the 2022 WEVI Plan, Wisconsin focused its engagement on reaching as many people as possible. This was achieved by hosting four public stakeholder webinars, meeting with Metropolitan Planning Organizations (MPOs) and Regional Planning Commissions (RPCs), and through a social media campaign.

2.8.1 General Public Webinars

Two public webinar events were held in June 2022. WisDOT relied on its social media platforms, a statewide news release, and dissemination of invitations to community- and equity-based organizations to inform the public of these events. The public webinar presentations included educational information about the need for fast, NEVI-compliant charging stations to meet intercity and interstate mobility, the utility infrastructure, and the overall benefits of EVs and infrastructure. Recordings of these webinars were placed on the website for convenient viewing.

PUBLIC WEBINAR OUTCOMES

Wisconsin's virtual public webinar events of June 21 and June 22, 2022, attracted **206 participants**, including stakeholders from 97 organizations.

Following WisDOT's presentation, the event was opened for comments and questions. The webinars generated 58 questions and comments. **Table 2-7** provides common themes and concerns heard from the audience.

Table 2-7: General Public Webinar Common Themes

Benefits and Opportunities of Transportation Electrification	• Partnerships and coordination of existing plans to maximize effective charging coverage • Opportunity to reduce energy consumption • Potential for long-term job opportunities • Ability for local governments, utilities, and private sites to be owners and operators of EVSE • Additional revenue opportunities
Concerns with using EVs and EVSE	• Consistency of service and charging speeds • Affordability and cost determination methods • EVSE timely repairs and maintenance • Limited electrical grid supply and potential demand
Concerns with the NEVI Program	• Selection criteria for sites are not consistent across states • Cost of the EVSE and remaining funds after building out the AFCs • Minimum 150kW per port • Lack of federal NEVI Program guidance • Desire for additional AFC selection • Prohibition of EVSE placement at rest areas

2.8.2 Stakeholder Organization Engagement Webinars

Wisconsin's first stakeholder webinar was held on May 26, 2022. There were **192 participants,** and WisDOT received **72 questions and comments**. The webinar began with a presentation followed by a half-hour question and answer period. The presentation outlined the NEVI Program and WisDOT's process, timeline, and framework for the WEVI Plan.

On June 28, 2022, WisDOT held the second stakeholder webinar. There were **113 participants,** and WisDOT received **25 questions and comments.** Following a platform similar to the first webinar, the second began with a presentation and provided an opportunity for participants comments, questions, and responses. A summary of the participant feedback from both stakeholder webinars is located below.

STAKEHOLDER WEBINAR OUTCOMES

A total of **305 participants** attended Wisconsin's virtual stakeholder webinar events, and WisDOT received **97 questions and comments** during the events. **Table 2-8** provides common themes and concerns from attendees at the stakeholder webinars.

Table 2-8: Stakeholder Organization Webinar Common Themes

Benefits and Opportunities of Transportation Electrification	• Thoughtfulness of EVSE locations in communities • Reduction in carbon footprint • Incentives for private retailers to install and maintain EVSE
Concerns with Using EVs and EVSE	• User fees and payment methods, taxes • Impact of EVSE on energy consumption and increase in demand on the energy grid • Reliability and availability of technology for EVSE users • Future need of ports more than 150kW • ADA accessibility at charging station sites • Cost of a charging station
Concerns with NEVI	• Supply chain issues slowing down the installation of EVSE • Funding requirements and limitations • Selection criteria considerations • Additional AFCs desired • Maintenance responsibilities for EVSE • NEVI-compliant criteria • Lack of flexibility for funding projects outside of AFCs
Transparency and Coordination	• Desire a public comment period • Availability of NEVI Program guidance • Desire that presentation maps to be publicly shared • Program administration funding • Clarification of federal rulemaking timeline and allocation • Disadvantaged Business Enterprise (DBE) involvement
Deployment Considerations	• Ability for out-of-state companies to be selected for contracts • Consideration of the walkability of the area connecting charging stations to amenities • Traffic count impacts on site location preferences • Consideration of alternative power generation options • Prioritization of projects already consistent with local zoning and comprehensive plans • Consideration of new construction at a potential site exit • Number of Request for Proposal (RFP) rounds • Site design to allow for vehicles with trailers

2.8.3 2022 Plan One-on-One Stakeholder Meetings

During the WEVI Plan preparation period from April through July 2022, Wisconsin conducted virtual one-on-one meetings with the **58 stakeholder organizations and businesses** listed below.

- Alliant Energy Corporation
- American United Transportation Group
- CALSTART
- Center for Independent Living in Western Wisconsin (CILWW)
- Charge Point, Inc.
- City of Madison
- City of Milwaukee, Department of Public Works
- City of Oshkosh
- Climate Change Coalition
- Consolidated Water & Power Company
- Dairyland Power Company
- Destination Door County
- Eaton Corporation
- Eau Claire County
- Electrification Coalition
- Electrify America
- EnTech Solutions
- EVgo
- EV Public Charging Market
- Faithful + Gould
- Fii USA
- First American Capital Corporation
- Franklin Fueling Systems
- Francis Energy
- Great Plains Institute
- Greater Wisconsin Agency on Aging Resources
- Husch Blackwell Strategies
- Inertial Electric
- International Brotherhood of Electrical Workers Local Union 494
- Kwik Trip
- Midwest Tribal Energy Resources Association
- Milwaukee Regional Medical Center (MRMC)
- Nomad Planners, LLC
- Odyne Systems, LLC
- Oneida Energy Resources, LLC
- Paper Transport, Inc.
- Pieper Power
- Powered Up Baraboo
- Renew Wisconsin, Inc.
- Rock County
- Shell Recharge Solutions
- Smart Electric Power Alliance
- Tesla, Inc.
- Tesla Owners Club of Wisconsin
- University of Wisconsin Extension Community Economic Development
- WEC Energy Group
- Werner Electric Supply
- Wisconsin Board for People with Developmental Disabilities
- Wisconsin Clean Cities Coalition
- Wisconsin Council of the Blind & Visually Impaired
- Wisconsin Counties Association
- Wisconsin Office of Rural Prosperity
- Wisconsin Petroleum Marketers and Convenience Store Association
- Wisconsin Public Transit Authority (WIPTA)
- Wisconsin Technical College System
- WPPI Energy
- Xcel Energy

Table 2-9 summarizes the common themes discussed at one-on-one stakeholder meetings before the 2022 WEVI Plan submission.

Table 2-9: Stakeholder Meeting Common Themes Before 2022 WEVI Plan Submittal

Questions for WisDOT Before 2022 WEVI Plan Submittal	• Will the program focus on building new infrastructure or upgrading existing, non-NEVI-compliant EVSE to be compliant? • Has WisDOT pre-determined the EVSE site locations or identified priority locations? • What is the average cost of a NEVI-compliant EVSE? • How and when will WisDOT allocate the program funds? • Will the program provide for medium and heavy-duty vehicle charging? • Is there the option for installing EVSE before WisDOT starts the program and being reimbursed after the program begins? • Will energy demand be an issue in Wisconsin? • How will the pricing of EVSE use be handled? • Is there guidance on EVSE session pricing?

2.8.4 2022 Plan MPO and RPC Meetings

Wisconsin's MPOs and RPCs were invited to a virtual meeting with WisDOT on July 6, 2022. A discussion followed the MPO/RPC presentation. The participant feedback aligned with the common themes from other stakeholder meetings as presented in **Table 2-6, Table 2-9, and Table 2-11**.

2.8.5 2022 WEVI Plan Review and Comments

Wisconsin posted the draft 2022 WEVI Plan on its Electrification of Wisconsin website for the public to review and comment on from July 14, 2022 to July 24, 2022.

WEVI PLAN REVIEW OUTCOMES

WisDOT received **226 comments** from individuals and organizations throughout Wisconsin and other states. Each comment was reviewed and put into one of five categories. These categories and the common themes that emerged in each are provided in **Table 2-10.**

Table 2-10: WEVI Plan Public Comment Categories and Common Themes

Considerations for Future WEVI Plan Updates or Discretionary Funding Programs	• Future AFC and specific municipality or county suggestions • Medium-and heavy-duty vehicles and electric bicycles and scooters in planning efforts • Add additional renewable energy considerations • Fund Level 2 charging in some locations • Require charging stations to have CCS and Tesla ports
Site Requirement Suggestions	• Ensure stations are maintained and reliable • Post up-to-date information on charging station finder applications, i.e., state if a charging station is down and when it will be back up • Provide clear wayfinding signage • Provide drive-through stations under canopies • Assign charging station parking spaces and enforce EV-only usage
Deployment Suggestions	• Prioritize rural areas • Prioritize small-town tourist areas • Prioritize disadvantaged communities • Prioritize sites located at or near specific land uses, i.e., gas stations, restaurants, malls, libraries, trail heads, shopping centers, tourist destinations • Provide reimbursements to companies that choose to start the procurement process now to get ahead of supply chain issues
Reasons for Support or Opposition of Wisconsin's Electrification Initiative	• Support because it will lower tailpipe emissions • Oppose due to battery and charging station disposal concerns • Support because it will decrease range anxiety and subsequently increase EV purchases • Oppose due to grid capacity concerns • Support because it will normalize EV charging and contribute to manufacturers increasing supply and lowering EV prices • Oppose because EVs and the charging stations are too costly, and taxpayers shouldn't be responsible for funding the infrastructure just as they don't for gas station pumps • Support because EVs are the future of transportation
Considerations for Update or Revision in Existing WEVI Plan	• Provide additional details on how charging station locations will be required to meet ADA standards • Alternative exits for sites other than those specified • Suggestions to further address equity considerations

2.9 Engagement Before 2023 WEVI Plan Update Submittal

Following the 2022 WEVI Plan submission, Wisconsin met with stakeholders virtually and in-person to provide additional information specific to their needs, answer questions, and obtain input and feedback. This was achieved through additional and repeated one-on-one stakeholder meetings and WisDOT presentations at conferences and meetings. This section summarizes these activities and their outcomes.

2.9.1 2023 Update One-on-One Stakeholder Meetings

One-on-one stakeholder meetings continued into 2023. Several stakeholders requested follow-up meetings with the department. Wisconsin identified additional stakeholders to contact through referrals, research, and the Stakeholder Gap Analysis conducted in spring 2023. The Stakeholder Gap Analysis is discussed in detail in Section 2.132. Wisconsin conducted 56 one-on-one stakeholder meetings in developing the 2023 WEVI Plan update, as listed below.

- African American Chamber of Commerce
- Alliance of Auto Innovators
- Alliant Energy
- American Automobile Association
- Barron Electric Cooperative
- BlueGreen Alliance
- Central Wisconsin Electric Cooperative
- Charge Infrastructure
- City of Elkhorn
- City of Wausau
- Cole Oil and Propane
- Edgerton Hospital
- Electric Vehicle Association – WI Chapter
- EV Energy Group
- First American Capital Corporation
- Foxconn
- Fox Valley Technical College
- Francis Energy
- Godfrey & Khan
- Great River Road Interpretive Center
- Ho-Chunk Nation
- Ingeteam
- Jackson Electric Cooperative
- Kaukauna Utilities
- L Charge
- Latino Chamber of Commerce
- Loves Travel Stops
- M&K Imports
- Marathon County
- Medical College of Wisconsin
- Milwaukee Regional Medical Center
- Municipal Electric Utilities of Wisconsin
- Northeast Wisconsin Technical College
- One Energy Renewables
- Ozaukee County
- Proven Power
- Racine County
- RV Industry Association
- Schneider National
- Terbine
- Tesla Owners Club
- The State Group
- Town of Laona
- Tritium
- UW-Madison Extension's Community Economic Development Program
- Vernon Memorial Healthcare
- Village of Oakdale
- Village of Phelps
- Waushara County
- Wisconsin Black Chamber of Commerce
- Wisconsin Clean Cities Coalition
- Wisconsin Department of Natural Resources – Wisconsin State Park System
- Wisconsin Distributed Resources Collaborative
- Wisconsin Economic Development Corporation
- Wisconsin Office of Rural Prosperity
- Wisconsin Procurement Institute

Table 2-11 summarizes the common themes discussed at one-on-one stakeholder meetings before the 2023 WEVI Plan submittal.

Table 2-11: Stakeholder Meeting Common Themes Before 2023 Plan Update Submittal

Questions and Comments Before 2023 Plan Update Submittal	• What happens to the program if the statutory provision to sell by kWh is not approved by the legislature? • How can we help support this initiative? • If a community is interested in partnering on a project, what should they do first? Could a Tribe be a partner? • Which industry and workforce types is Wisconsin engaging? • Detailed questions about the 80%/20% cost match. • Has funding already been received? • What is the management structure for EV charging? • Will this work in rural counties? • Are third-party vendors taking advantage of the program? • Out of the possible 200 site locations Wisconsin has identified, how many of them are in my region? • What types of applicants are expected? • Are there other incentives for businesses to participate in this program, such as tax decreases, rebates, etc? • As a federal project, are there DBE requirements? Why not? • Could the Community Reinvestment Act be helpful for this opportunity? • Have there been conversations about a mentor-protegee program if there is a gap between the number of electricians at firms and those needed?

2.9.2 2023 Update MPO and RPC Meetings

WisDOT followed up with the MPOs and RPCs at the Bay Lake Regional Planning Conference on October 11, 2022. WisDOT presented to nearly 60 MPO/RPC representatives about the WEVI planning efforts. MPOs and RPCs are beginning to navigate program activities and NEVI funding opportunities.

2.9.3 2023 Update WEVI Presentations at Stakeholder Events

Following the initial submittal of the WEVI Plan, WisDOT presented at various events. This section provides information on these events held primarily in person. WisDOT presented to full event participation and break-out sessions at conferences.

Table 2-12: 2023 Update Stakeholder Presentations

Date	Event Name	Host Organization	Number of Attendees
9/13/2022	Wisconsin's Electric Vehicle Roundtable	Wisconsin Clean Cities	127
9/23/2022	Science Advisory Board Meeting - WI Initiative on Climate Change Impacts	Wisconsin Department of Natural Resources	33
9/30/2022	Fall Best Practices Conference	Wisconsin Economic Development Association	~50
10/6/2022	Alliant Energy Account Manager Training	Alliant Energy	35
10/11/2022	Bay-Lake Regional Planning Conference	Bay-Lake Regional Planning Commission	58
10/12/2022	Wisconsin Automated Vehicle External Advisory Committee	WisDOT	28
1014/2022	Southeast Wisconsin Transportation Symposium	WisDOT and UWM Institute for Physical Infrastructure & Transportation	50+
10/19/2022	National Disability Employment Awareness Month Meeting	WisDOT Affirmative Action Advisory Committee	30
10/25/2022	Tribal Transportation Conference	WisDOT	~50
11/2/2022	Southeast Region State/City/County Coordination Meeting	WisDOT	~10
11/14/2022	City of Milwaukee Environmental Collaboration Office Meeting	City of Milwaukee	25
12/8/2022	Wisconsin Clean Cities Transportation Conference & Annual Meeting	Wisconsin Clean Cities	97
1/20/2023	Wisconsin Distributed Resources Collaborative Meeting	Wisconsin Department of Natural Resources	10
1/26/2023	2023 Renewable Energy Summit	RENEW Wisconsin	~40
2/7/2023	Waukesha County Business Alliance Infrastructure Committee	Waukesha County	~20
3/8/2023	WisDOT Transportation Improvement Conference	The American Council of Engineering Companies of Wisconsin (ACEC WI)	~50
3/16/2023	Electric Vehicle Panel	Wisconsin Technology Association	~75
3/29/2023	Legislative Conference	Wisconsin Fuel and Retail Association	~75
7/26/2023	Wisconsin EV State Policy Bootcamp	Electrification Coalition	~80

2.10 Engagement Before 2024 WEVI Plan Update Submittal

After submitting the 2023 WEVI Plan update, Wisconsin met with stakeholders virtually and in person. Offering additional information to address stakeholder-specific needs, answer questions, and obtain input feedback was essential in developing the Round 1 WEVI RFP. WisDOT continued engagement with the WEVI RFP Informational Public Webinar, additional and repeat one-on-one stakeholder meetings, conference presentations, and the WEVI RFP comment periods. This section summarizes these activities and their outcomes.

2.10.1 Round 1 RFP Informational Webinar

On February 7, 2024, WisDOT held an Informational Public Webinar on Round 1 of the WEVI Program. During the webinar, WisDOT covered the RFP, provided instructions to proposers regarding the RFP application process, and answered program and technical questions in the remaining time. A webinar recording and slides were available on WisDOT's website following the webinar. All questions and their responses, including those answered live during the webinar, can also be found in WisDOT's Questions and Answers (Q&A) document for the Round 1 RFP.

OUTCOMES

A total of **166 participants** attended the WEVI Round 1 RFP Informational Webinar, and WisDOT received **46 questions and comments** during the events. **Table 2-13** provides common themes and concerns from attendees at the stakeholder webinars.

Table 2-13: Round 1 WEVI Informational Public Webinar Common Themes

Project Budget/Location	• Maximum funding amounts • Amount of WEVI funds available • Single applicant cap on locations • Additional federal and state rebates • Budget information in the RFP application packet • Publicly owned sites • Priority locations • One travel mile requirement • 50-mile coverage gap requirement • Multiple EV chargers per location
RFP Evaluation Process & Reimbursement	• Additional charging ports • Cost considerations in scoring
Operations and Maintenance (O&M)	• Infrastructure by weight class • Uptime requirement • Certification requirements
Eligible Project Costs	• Land acquisition • Already constructed stations • Transformers • Battery Storage Systems
Amenities	• 24/7 restroom access
Application Process	• Required submission • Site hosts • Local jurisdiction • Single applicant for multiple sites
Utility Coordination	• Utility coordination form
Charging Hardware	• Vetted Product List • Charging connectors • Hardware compliance
Other	• Site location zones • EVITP • IRS Tax Credit

2.10.2 2024 Update One-on-One Stakeholder Meetings

One-on-one stakeholder meetings continued following the submittal of the 2023 Plan update. Similar steps were taken to those in 2024, with WisDOT participating in requested follow-up meetings, additional stakeholders from referrals, research, and the Stakeholder Gap Analysis conducted in spring 2024. With the release of the Round 1 RFP, WisDOT did not meet with stakeholders that could be considered potential applicants to the program.

Wisconsin conducted **24** one-on-one stakeholder meetings while developing the 2024 WEVI Plan update, as listed below.

- ABB E-Mobility
- Bubblr Bikes
- Caltec
- City of Mequon
- City of Milwaukee
- City of Monroe
- Dairyland Power Cooperative
- Faith Technologies
- Forest County Potawatomi
- Francis Energy
- Graybar
- Kwik Trip
- Minnesota DOT
- Oneida Nation
- PEC Electrical ServicesLLC
- UW Connected & Autonomous Transportation Systems Lab
- WEC
- Westphal
- Wisconsin Clean Cities Coalition
- Wisconsin Education Association Council
- Wisconsin Fuel Retail Association
- Wisconsin Medical College
- Wisconsin Technical College System
- 1000 Friends

Table 2-14 summarizes the common themes discussed at one-on-one stakeholder meetings before the 2022 WEVI Plan submittal. These themes aligned with those discussed at meetings before the 2023 WEVI Plan update while providing more information on desired WEVI locations and interest in lower charging levels.

Table 2-14: Stakeholder Meeting Common Themes Before 2024 Plan Update Submittal

Questions and Comments Before 2024 Plan Update Submittal	• What happens to the program if the statutory provision to sell by kWh is not approved by the legislature? • How can we help support this initiative? • What resources are available if a community is interested in partnering on a project? • Which industry and workforce types is Wisconsin engaging? • Has funding already been received? How much funding is available? • What is the management structure for EV charging through WEVI? • Will this work in rural counties? • What types of applicants are expected? • Are there other incentives for businesses to take part in this program, such as tax decreases, rebates, etc.? • As a federal project, are there DBE requirements? Why not? • When will the program fund projects off of the AFC network? When will the program be able to move to discretionary funds? • When can WEVI fund level 2 charging stations?

2.10.3 2024 Update MPO and RPC Meetings

WisDOT continued to engage with state MPOs and RPCs through a conference held on October 10, 2023. At this meeting, hosted by the Northwest Regional Planning Commission and attended by almost 100 MPO and RPC representatives, WisDOT presented on the WEVI Program and answered questions regarding the program and MPO and RPC involvement in the process.

2.10.4 2024 Update WEVI Presentations at Stakeholder Events

WisDOT continued its presentations on the WEVI Program following the 2023 Plan update to keep stakeholders informed as the program develops. Following January 2, 2024, WisDOT began highlighting information provided in the Round 1 WEVI RFP at these gatherings. WisDOT continues to seek presentation opportunities.

Table 2-15: 2024 Update Stakeholder Presentations

Date	Event Name	Host Organization	Number of Attendees
8/15/2023	MAASTO Annual Conference	Mid America Association of Transportation Officials	~60
8/29/2023	Governor's Conference on Highway Safety	WisDOT	~35
10/10/2023	MPO/RPC Conference	Northwest Regional Planning Commission	~100
10/11/2023	Clean Cities Transportation and Innovation Expo	Wisconsin Clean Cities	~35
10/12/2023	Wisconsin Electric Cooperative Association CEO/Managers Meeting	Wisconsin Electric Cooperative Association	~25
11/21/2023	Transportation Advisory Committee	WisDOT	~40
12/6/2023	Wisconsin Fuel Retailer Association	Wisconsin Fuel Retailer Association	~25
12/7/2023	Clean Cities Annual Meeting	Wisconsin Clean Cities	~50
1/10/2024	Municipal Electric Utilities of Wisconsin	Municipal Electric Utilities of Wisconsin	~100
1/24/2024	ITE Wisconsin	ITE Wisconsin	~40
2/7/2024	WEVI Informational Public Webinar	WisDOT	~165
2/8/2024	Education and Lobby Day	Wisconsin Electric Cooperative Association	~100
2/28/2024	Annual DBE Workshop and Networking Event	WisDOT	~35
3/5/2024	WisDOT Senior Managers Meeting	WisDOT	~35
3/5/2024	ACEC Transportation Improvement Conference	American Council of Engineering Companies	~75

3/6/2024	SAE International	SAE International	~100+
6/26/2024	Northwest Regional Planning Commission Annual Meeting	Northwest Regional Planning Commission	~40
6/27/2024	Connection People, Property, and Planet	Wisconsin Environmental Justice & Infrastructure Initiative	~35

2.10.5 Round 1 RFP Comment Periods

Wisconsin released the Round 1 WEVI RFP on January 2, 2024, on its Electrification of Wisconsin website, with two opportunities for the public to submit comments. The first comment period accepted responses through January 29, 2024, with these responses and corresponding answers released in the Q&A document posted on February 14, 2024. This document was updated and rereleased on March 15, 2024, following the second comment period deadline of March 7, 2024.

WEVI PLAN REVIEW OUTCOMES

A total of **39 comments** were received during the first RFP comment period, while **31 comments** were sent in during the second RFP comment period. Each comment was reviewed and put into one of nine categories. These categories and the common themes that emerged in each are provided in **Table 2-16.**

Table 2-16: WEVI Round 1 RFP Comment Period Categories and Common Themes

Project Budget/Location	• Site Plan • Detailed Budget Information • Priority locations • Right of Way signage • Federal cost reimbursement • Cost considerations in scoring • NEPA • Awarded location
RFP Evaluation Process & Reimbursement	• Application withdrawal • Scoring criteria • One travel mile requirement • Allowable costs • Procurement timeframe • Cost considerations in scoring
Operations and Maintenance (O&M)	• Pricing requirements • Price gouging • Physical security • Estimated O&M costs
Eligible Project Costs	• Leasing • Costs to prepare proposal • Additional charging ports

	• Sales tax
Amenities	• Project Approach and Responsiveness Narrative • Priority amenities
Application Process	• Character limits • Form modifications • Proposal Budget and Financial Requirements Documentation • Supporting documentation • Environmental Readiness Questionnaire • Authorizing agents • RFP Process • Design requirements upon submission • Submission deadline • Q&A session • Preconstruction • Buy America, Build America • EVSE manufacturer requirements • References
Utility Coordination	• Distribution Service Requirements • Allowable costs
Charging Hardware	• Preferred vendors • Charging connectors
Other	• Project coordination • Electrician and vendor information • Proposer information • Technical requirements documentation • Commercial EVs • GIS Mapping tool • Wisconsin prevailing wage determinations • Contracting • Disadvantaged communities

2.11 Community Engagement Outcomes Report

This section details Wisconsin's general and specific engagement outcomes. The outcomes include Wisconsin's reach in educating stakeholders and the public about the NEVI Program and the WEVI Plan and how this reach has led to diverse feedback that continues to develop Wisconsin's electrification approach. This approach is discussed briefly here and in more detail in **Chapter 5**. The sections following the Outcomes Report detail how the feedback was received and the additional information behind these outcomes.

2.11.1 Industry-Specific Engagement Outcomes

In addition to the engagement activities described in Section 2.6 and Section 2.7, Wisconsin has engaged with key industry stakeholders through all of the WEVI planning timeframes. These key industry stakeholders include tribal governments, utility companies, and equity organizations. This section summarizes these engagement efforts and provides their outcomes.

2.11.1.A TRIBAL ENGAGEMENT

Dedicated to consistent and continuous tribal coordination and engagement, WisDOT and the Inter-Tribal Task Force hold annual tribal transportation conferences. These conferences bring together industry, tribal, federal, and state officials to discuss transportation programs, business, and labor development, and cultural and environmental issues. The 2022 conference was held at the Ho-Chunk Casino Hotel, and participants included all eleven of Wisconsin's federally recognized tribal governments.

WisDOT presented the WEVI Plan at the conference, responded to questions, and offered an opportunity for those interested to meet with WisDOT. The department conducted one-on-one stakeholder meetings with the Ho-Chunk Nation and Forest County Potawatomi in 2023, and the Forest County Potawatomi and Oneida Nation in 2024, and WisDOT and will meet with any of Wisconsin's other eight federally recognized tribes to discuss the WEVI Plan and RFP in more detail if they request a meeting.

At these meetings, WisDOT received feedback from its tribal communities regarding the WEVI Program. Some points discussed include return on investment, utility coordination, safety concerns, equipment lead times, NEVI Program requirements, the WEVI application process, and Tribal barriers to EV infrastructure. This feedback was then used to add a consideration for being a Tribal applicant in the WEVI Round 1 RFP due to the obstacles mentioned.

2.11.1.B UTILITY ENGAGEMENT

During the 2022 WEVI Plan development, WisDOT focused on engaging with small and rural utility cooperatives and continued this engagement into the 2023 and 2024 WEVI Plan updates. WisDOT will also continue to engage with larger utilities to ensure that all needs are known and incorporated into developing the WEVI Plan as implementation approaches.

After submitting the 2022 WEVI Plan, WisDOT engaged with various utilities to ensure that their needs and key considerations of utilities were incorporated into future plans. These key considerations included grid capacity, impact on consumer rates, and deployment timeline.

Following the 2023 WEVI Plan update, WisDOT had four large meetings with utility stakeholders discussing ongoing coordination with cooperative utilities preparing for information requests from potential NEVI site hosts. Other topics addressed included lead times for transformers and clarification on program expenses. These meetings also provided feedback for WisDOT's utility coordination form for the Round 1 WEVI RFP, leading to a more streamlined form, making it less cumbersome for utilities to get a response to potential applicants, and opening the application window for 90 days to provide sufficient time for utility coordination.

WisDOT intends to continue these conversations as the WEVI Program and Plan evolve.

Table 2-17 below shows the complete list of utility stakeholders engaged before and since submitting the 2022 WEVI Plan.

Table 2-17: Utility Stakeholder Engagement for WEVI Plan

Category	2022 WEVI Plan	2023 WEVI Plan Update	2024 WEVI Plan Update
Small Cooperative/Company	• Consolidated Water & Power Company • Dairyland Power Cooperative • Jackson Electric Cooperative	• Barron Electric Cooperative • Central Wisconsin Electric Cooperative • Kaukauna Utilities • Jackson Electric Cooperative	• Dairyland Power Cooperative
Larger Utilities/Associations	• WEC Energy Group • Alliant Energy • Midwest Tribal Energy Resources Association • Xcel Energy	• Alliant Energy • Municipal Electric Utilities of Wisconsin	• Smart Electric Power Alliance • Wisconsin Electric Cooperative Association • WEC Energy Group

2.11.1.C SITE-SPECIFIC PUBLIC ENGAGEMENT

With the majority of its stakeholders and public engagement focused on potential EVSE site hosts, Wisconsin continues to work to understand and reply to their needs. It will continue to do so as the state continues developing the WEVI Program. One of the most common needs of potential site hosts was a desire to know which AFC exits were most equipped electrically to host EVSE sites and which Wisconsin would rate as most preferred.

An outcome of these meetings was the determination that more specific information was needed. Wisconsin met this need by developing an interactive GIS web tool identifying the EVSE charging infrastructure gap segments on the WisDOT system, as discussed in **Chapter 4.**

With the release of the Round 1 RFP, WisDOT continued to meet with stakeholders regarding site-specific feedback. In the conversations leading up to and following the RFP release, WisDOT heard feedback described in **Table 2-14.**

2.11.2 Equity Organization Engagement

Equity organizations, especially ethnic and minority chambers of commerce, want to ensure their communities are involved in the WEVI programming efforts in the following ways:

- Entrepreneurs in their communities are informed about becoming potential site hosts.
- Minority and rural communities have access to the EV infrastructure.
- Electricians in the communities know of the Electric Vehicle Infrastructure Training Program (EVITP) certification and can be involved in this newer EV infrastructure workforce.

Organizations were provided with the Electrification of Wisconsin website address containing state and local resources, the WEVI Plan PowerPoint presentation, the section of the WEVI Plan that discusses EVTIP, specific resources requested, the subscription form link to receive additional information, and the comment form link.

WisDOT requested that the organizations post the information on their websites and newsletters and asked for additional contacts to speak with about the WEVI Plan and the forthcoming program. Wisconsin will

address these equity needs in developing and implementing the WEVI Program. Wisconsin will also continue its outreach to this important sector.

2.12 Stakeholder Gap Analysis

In March 2023, Wisconsin conducted a Stakeholder Gap Analysis to determine who WisDOT had met with and to be intentional about who to meet with during the development of the 2023 WEVI Plan update. The gap analysis began with the development of a master stakeholder organization engagement list that included the type of engagement of each participant. The types of engagement participation types analyzed were:

- One-on-one stakeholder organization meetings with WisDOT
- Attendance at an event where WisDOT presented on WEVI
- Attendance at a stakeholder or public webinar held before WEVI Plan submittal

2.12.1 Total Stakeholder Engagement

The initial analysis determined that Wisconsin's total stakeholder organization engagement (all participation types combined) from April 2022 through February 2023 included:

- 210 stakeholder organizations
- 70 one-on-one stakeholder meetings
- 16 events
- 600+ event attendees

2.12.2 Most Engaged Stakeholder Industries and Categories

The Stakeholder Gap Analysis identified the industry types and categories that were **most** engaged.

Industry Type	Number of Stakeholder Organizations
Government/Tribal	96
Private Businesses	51
Advocacy Organizations	45
Utilities	25
MPOs/RPCs	17

Categories were established, breaking each industry down further to ensure total engagement was had and where additional engagement was needed. The following industry-type categories had the **most amount** of engagement:

Category	Industry Type
Local governments	Government
EV/EVSE companies	Private Businesses
Oil & propane companies	Private Businesses

Category	Industry Type
Energy consumption/climate organizations	Advocacy

2.12.3 Least Engaged Stakeholder Industries and Categories

2.12.3.A. INDUSTRIES

Following the determination of which industries and categories were most engaged, WisDOT identified the industry types with the **least amount** of WEVI Plan engagement.

Industry Type	Number of Stakeholder Organizations Engaged
Education	6
Transit	6
Healthcare	4

2.12.3.B. CATEGORIES

Wisconsin examined each industry type to determine if there were gaps in the industry engagement and determined there were.

For instance, although the Government industry was identified as having the most engagement with 96 stakeholders, WisDOT determined that the concentration of this engagement was with local, state, and tribal governments, whereas counties were engaged with the least.

Likewise, the Advocacy Organization industry was determined to have the third highest engagement with 45 stakeholders; however, most of that engagement was with EV-related industries. Wisconsin determined that there was a gap since the Equity, Trade Union, and Tourism categories were engaged with the least.

2.13 WEVI Plan Update Engagement Strategy

The Stakeholder Gap Analysis, described in **Section 2.10.12,** assisted WisDOT in determining where to focus its stakeholder engagement following the 2023 WEVI Plan update. **Table 2-18** provides a list of stakeholder categories WisDOT identified as necessary to engage in to ensure awareness about the WEVI Plan and process, and to gain feedback to assist in the WEVI Program development.

Table 2-18: Strategic Stakeholder Category Engagement

Category	Examples	Industry Type
Equity Organizations	Ethnic chambers of commerce, rural organizations, rural/small electric cooperatives,	Advocacy Organizations/Utilities
Counties	Rural counties, counties that AFC run through that have disadvantaged communities not previously engaged.	Government
Tribal Organizations	One-on-one meetings with Tribes not previously engaged	Government
Tourism Organizations	Convention and Visitor Bureaus	Tourism

2.13.1 Equity Organizations

Wisconsin determined that a successful WEVI Program is contingent on having equitable approaches. Equity is and will continue to be measured by the amount of engagement the State has with its ethnic and minority populations, DACs, their community stakeholder representatives, and rural populations and representatives. Implementing an equitable program will also be contingent on enabling stakeholders and others to access EV charging equipment in or near the communities where they live and work. More specific measurements are discussed in **Chapter 7.**

A strategy was developed for continued Equity Organization engagement. WisDOT will continue to focus on engaging the following groups.

1. Ethnic Chambers of Commerce
2. Rural Electric Utility Cooperatives

2.13.2 Rural Organizations

Rural organizations were defined as both rural county governments and rural advocacy organizations. WisDOT met with the Wisconsin Office of Rural Prosperity, a section of WEDC, again and sought additional outreach contacts. Wisconsin will engage with these contacts, such as https://wedc.org/programs-and-resources/regional-economic-development-partners/. WisDOT has also engaged with utility cooperatives, reaching rural areas of the state as WEVI Program updates continue to develop.

2.13.3 Tribal Governments

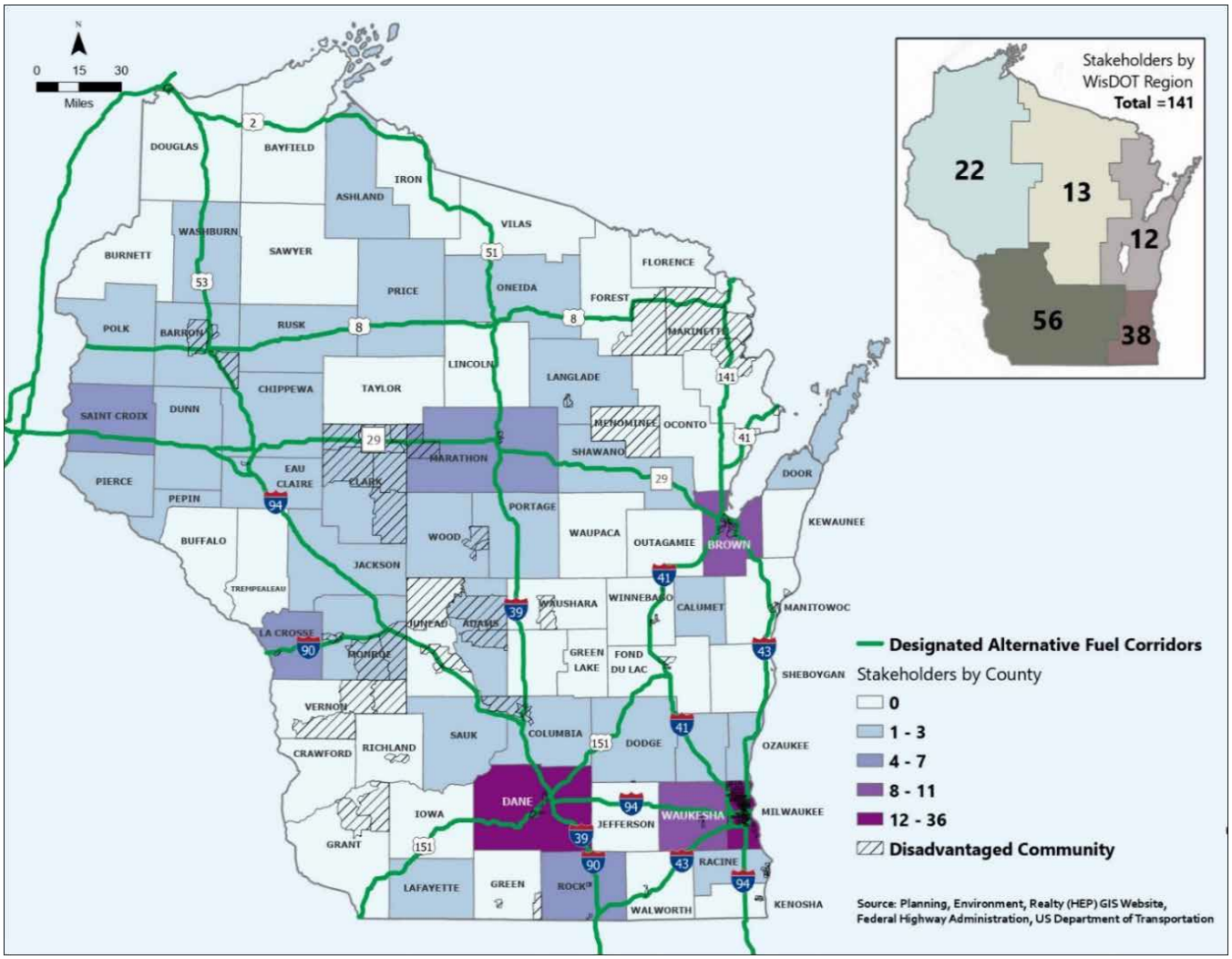
Having presented at the WisDOT Tribal Transportation Conference in October 2022, WisDOT determined there was a need to reach out to additional Tribal Governments individually to ensure their awareness of WEVI and to answer any questions or concerns. This outreach has included outreach to Tribal Nations with on-site visit opportunities and virtual meetings.

2.13.4 Engagement by County

The 2023 WEVI Plan Update Stakeholder Gap Analysis determined that there was no previous stakeholder engagement with 34 of Wisconsin's 72 counties and that 28 counties had limited stakeholder engagement. As identified in **Figure 2-3,** it was further determined that four (4) of those 62 counties have AFCs running through them, have DACs, and had no resident engagement in the public and stakeholder webinars before the WEVI Plan submittal. They include:

- Forest
- Juneau
- Marinette
- Waushara, which met with WisDOT in May 2023

Figure 2-3: 2022-2023 Stakeholder Engagement by County



2.14 Continued Public and Stakeholder Engagement

Wisconsin is dedicated to continuing its robust public engagement throughout the five-year program while deploying EV charging stations across the state. Wisconsin will continue seeking ways to engage those from disadvantaged communities that are not involved in initial outreach. These activities will continue to be reported during the annual WEVI Plan updates.

3 EXISTING AND FUTURE CONDITIONS ANALYSIS

3.1 Introduction

EV consumer adoption rates are rapidly increasing in Wisconsin, and this growth is anticipated to significantly impact the state's economy, workforce, and transportation system. The following chapter analyzes existing and future conditions in the state to ensure a successful build-out of Wisconsin's EV charging network.

Wisconsin is well-positioned to maximize available NEVI Program funding, build out the state's charging network, and meet the growing demand for EVs on the road.

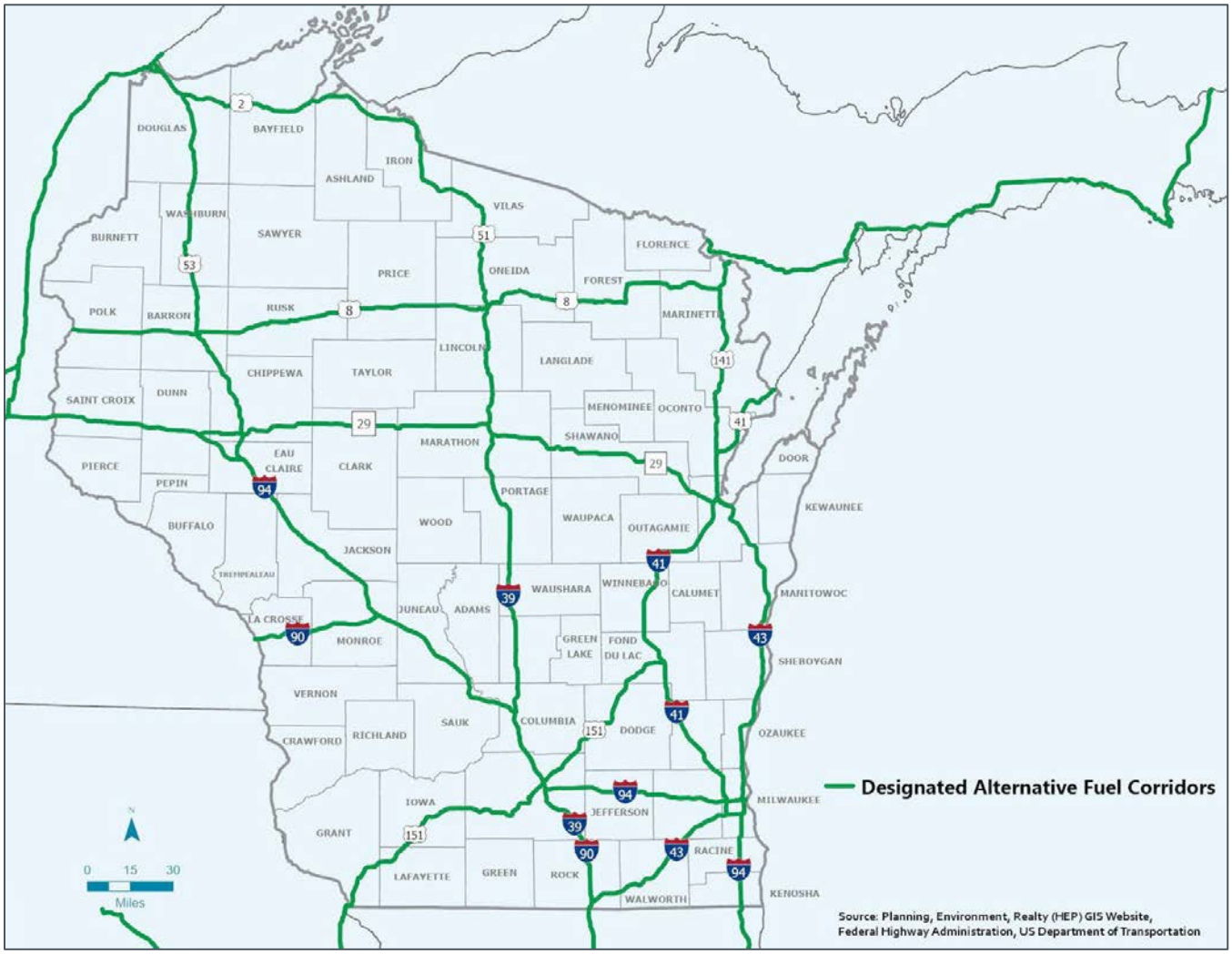
3.2 Existing Electric Vehicle Infrastructure

This section provides information on Wisconsin's EV infrastructure, including its designated Alternative Fuel Corridors (AFCs) and existing charging station locations.

3.2.1 Alternative Fuel Corridor Designations

As presented in **Figure 3-1**, Wisconsin's designated Alternative Fuel Corridors are portions of I-90, I-94, I-39, I-41, I-43, I-535, U.S. 151, U.S. 53, U.S. 51, WI 29, U.S. 2, and U.S. 141, and all of U.S. 8 and U.S. 41.

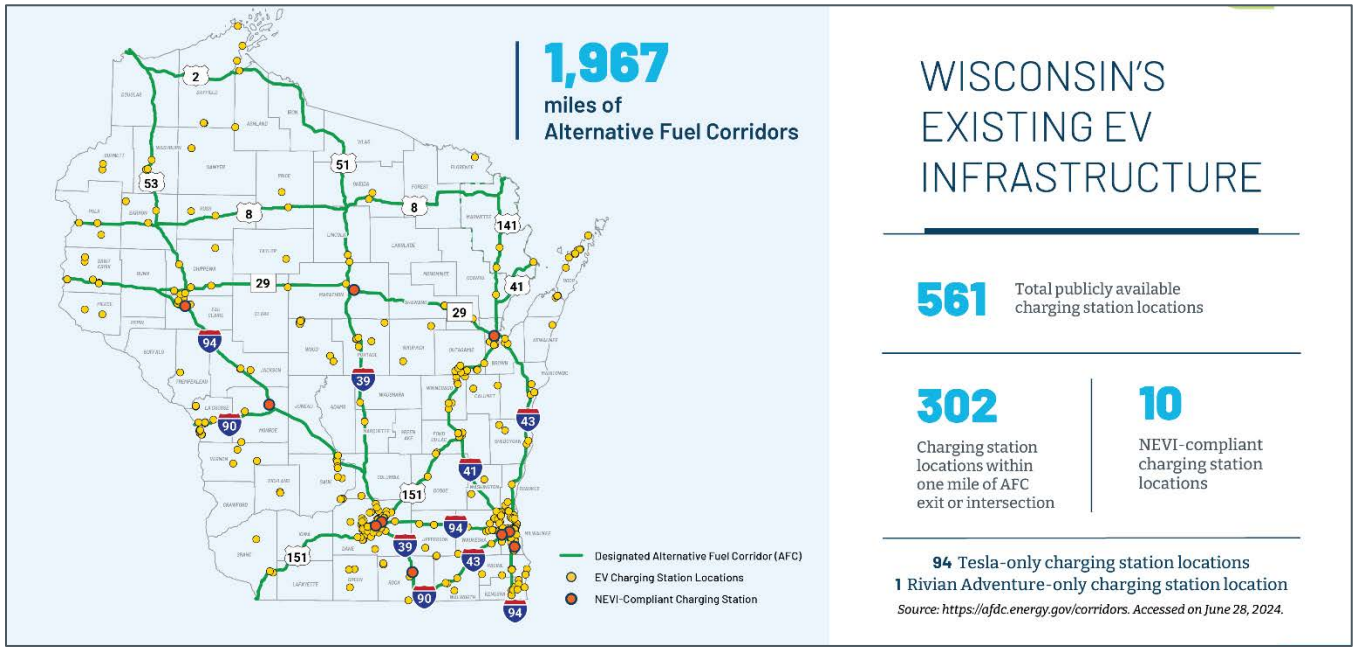
Figure 3-1: Wisconsin's Designated Alternative Fuel Corridors



3.2.2 Existing Charging Stations

Figure 3-2 provides a comprehensive view of Wisconsin's existing EV infrastructure conditions. According to the U.S. Department of Energy (DOE) Alternative Fuel Data Center, Wisconsin has 561 publicly available charging station locations. Of these, 302 are located within one mile of an AFC and 10 are NEVI-compliant.

Figure 3-2: Wisconsin's Existing EV Infrastructure



3.2.3 NEVI-Compliant EV Charging Station Locations

The U.S. DOE Alternative Fuel Data Center previously identified four of Wisconsin's existing charging station locations as NEVI-compliant because they meet the minimum NEVI Program standards of having four ports able to charge EVs at 150 kW simultaneously and are within one-travel-mile from an AFC. Wisconsin will continue to report on compliant charging station locations as the program evolves. Figure 3-3 illustrates where these NEVI-compliant charging stations are located and a 25-mile radius surrounding them, which is the base for Wisconsin to determine where attention needs to be directed to fill the first 50-mile gaps.

Figure 3-3: Wisconsin's NEVI-Compliant EV Charging Stations and Alternative Fuel Corridors

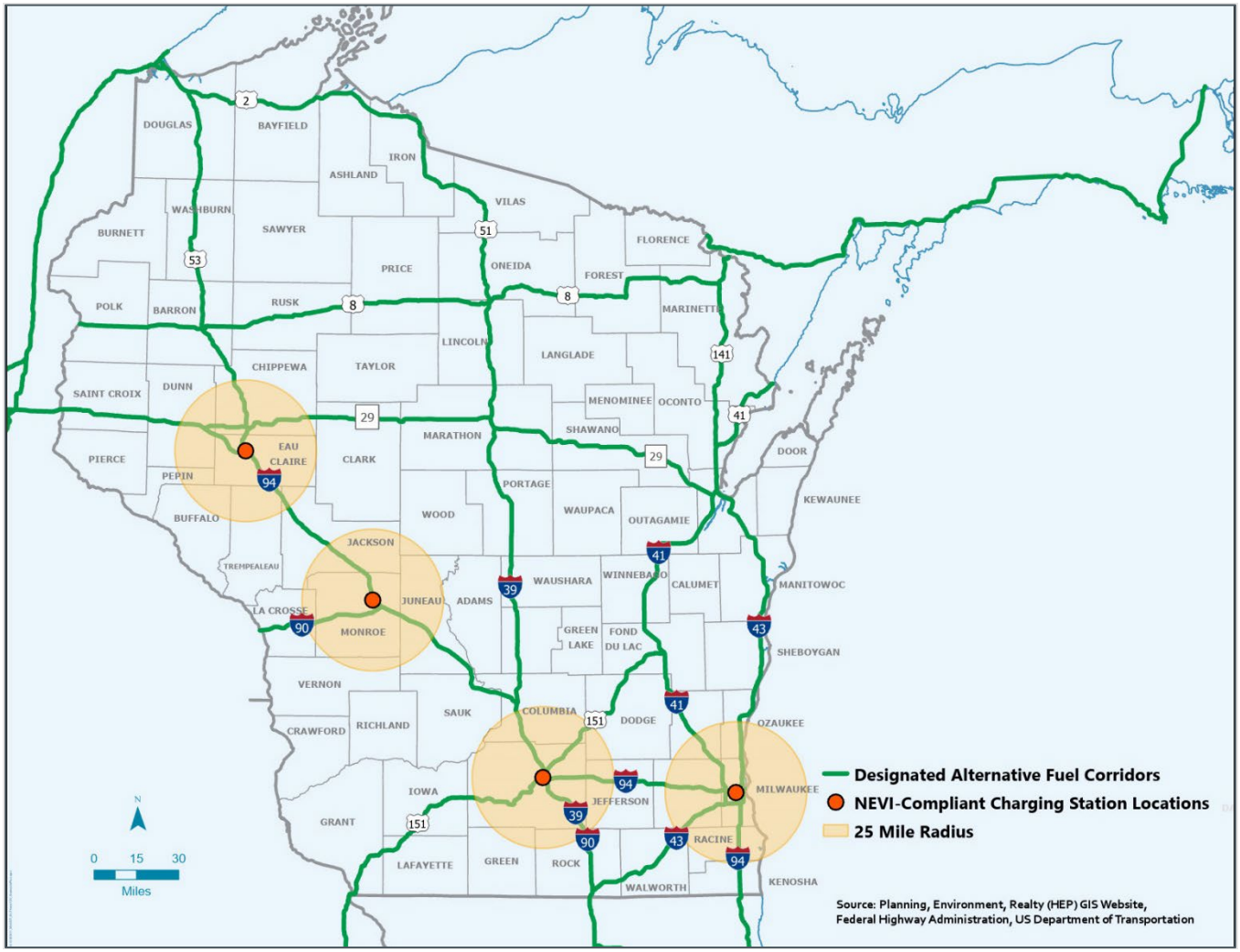


Table 3-1 provides detailed locations for each NEVI-compliant charging station. WisDOT intends to work with these existing stations to gather and report all required NEVI Program information to credit them toward a fully built-out certification, as detailed in the updated NEVI Program Guidance. This includes creating an agreement with these stations to ensure compliance with NEVI minimum standards and requirements.

Table 3-1: Wisconsin's NEVI-Compliant EV Charging Station Locations

ID	Charger Level	Route	Latitude	Longitude	EV Ports	EV Network	Meets all Relevant Requirements in 23 CFR 680	Intent to Count Towards Fully Built Out Determination
121711	DCFC	US 53 (Eau Claire)	44.774773	- 91.428375	4	Electrify America	Y*	Y
122809	DCFC	I-94 (Tomah)	44.019245	- 90.508558	4	Electrify America	Y*	Y
237715	DCFC	US 151 (Madison)	43.110223	- 89.311529	6	Electrify America	Y*	Y
190417	DCFC	I-94 (West Milwaukee)	43.017416	- 87.965306	10	Electrify America	Y*	Y

Source: *Alternative Fuel Data Center, June 30, 2024.*
**WisDOT believes these stations have the capability to be NEVI-compliant*

3.2.4 Planned Charging Stations

Currently, WisDOT does not have charging stations under construction. Sites have received conditional awards through Round 1 of the WEVI Program and are considered planned stations. A map and table of these stations are provided in Appendix B. Private companies may have charging stations planned or in construction in Wisconsin.

Table 3-2: Stations Under Construction

State EV Charging Location Unique ID*	Route (note if AFC)*	Location (street address)*	Number of ports*	Estimated Year Operational*	Estimated Cost*	NEVI Funding Sources*	New Location or Upgrade?*
N/A							

**Columns to be populated after the contracts are awarded by the State and construction has begun.*

3.3 State Geography, Terrain, Climate and Land Use Patterns

3.3.1 Geography and Terrain Patterns

Figure 3-4 shows Wisconsin's land cover compared to the designated AFCs. Primary land cover categories include forest, wetland, agriculture, and grassland, with localized urban/developed areas. Wisconsin has designated AFCs in or near each of the eight land cover categories.

Figure 3-4: Wisconsin's Land Cover and Alternative Fuel Corridors

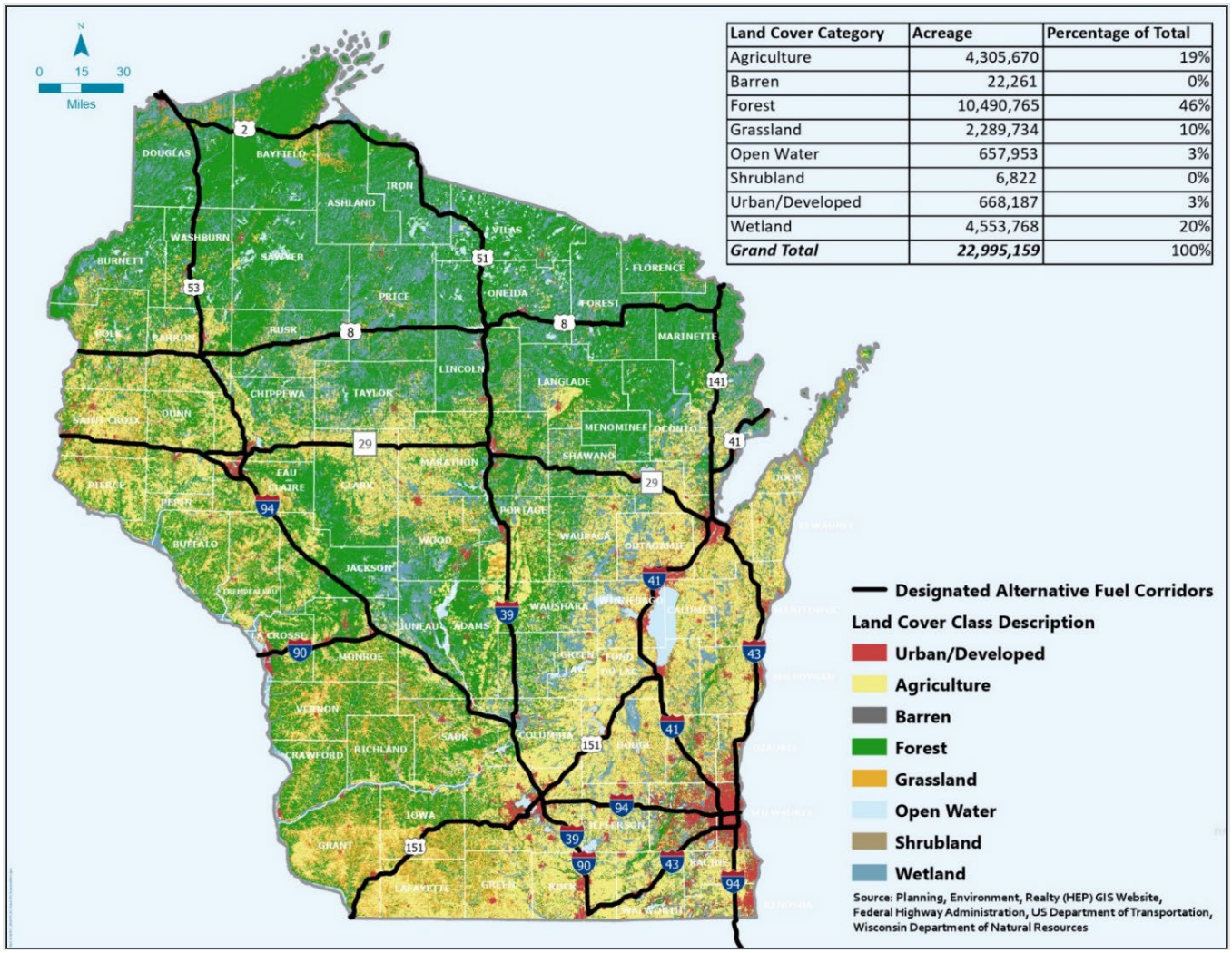
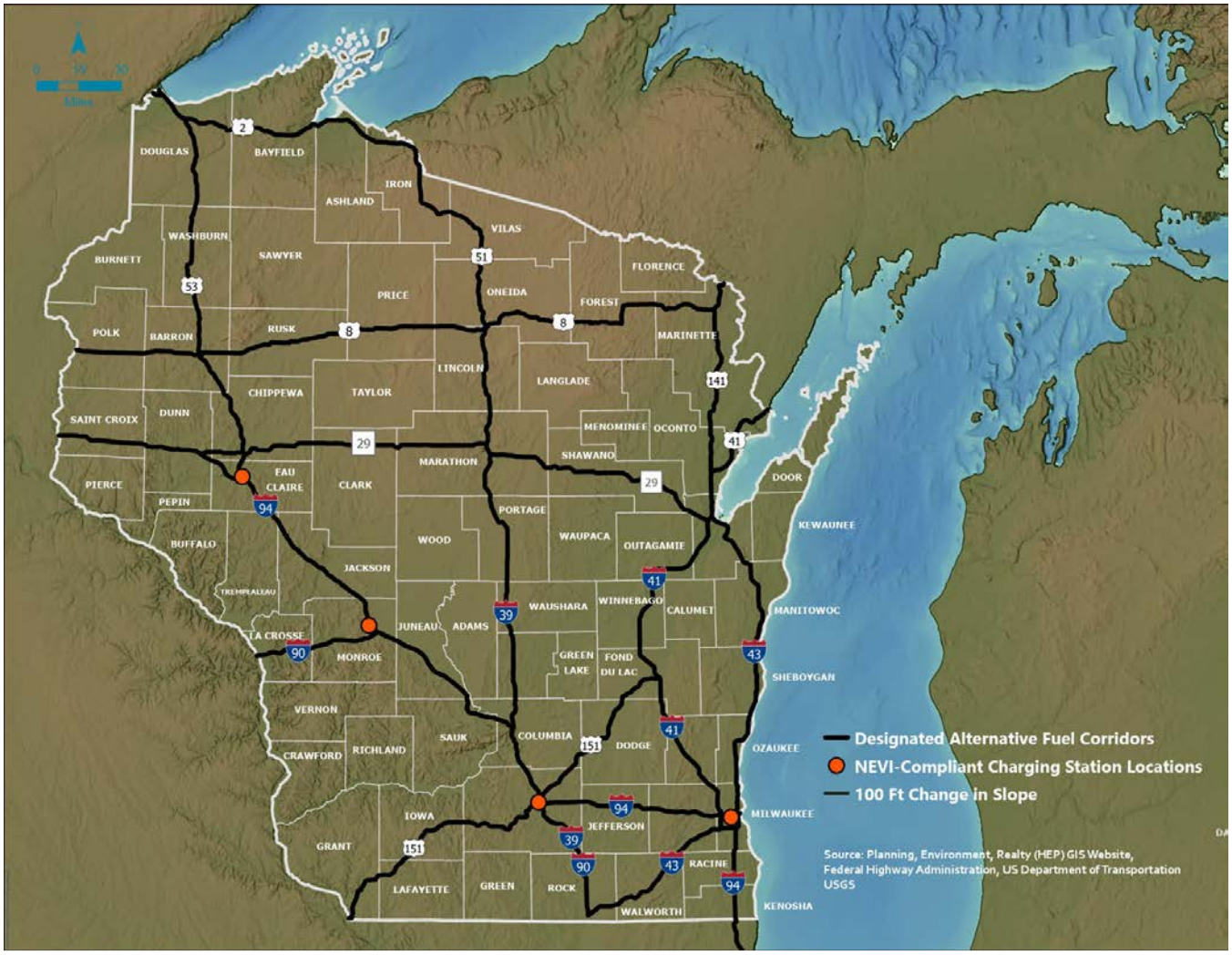


Figure 3-5 shows Wisconsin's terrain in relation to designated AFCs. Wisconsin's elevation and terrain are relatively mild and pose little risk.

WisDOT does not anticipate any specific EV charging infrastructure deployment challenges related to the state's geography and terrain and will coordinate with site hosts to ensure that any site-specific geography or terrain characteristics are appropriately addressed during EVSE deployment.

Figure 3-5: Wisconsin's Terrain and Alternative Fuel Corridors



3.3.2 Climate Breaks

Wisconsin experiences a variety of climate patterns. Cold air masses usually originate from the north and affect the state during the winter months. In contrast, warm, humid weather from the south typically flows to the state during the summer months. Lake Superior borders the state to the north and Lake Michigan to the east, which affects temperatures and precipitation up to 15 miles inland along and from the lakes' shorelines.

3.3.2.A. EXISTING TEMPERATURE PATTERNS

Annual average temperatures vary from 39 degrees Fahrenheit in the northern portion of the state to 50 degrees in the southern portion. **Figure 3-6** and **Figure 3-7** display the historical trend of the average state winter and summer temperatures. The dots show the annual values, whereas the bars show averages over five-year periods (the last bar is a six-year average). The horizontal black lines show the long-term (entire period) averages of 16.1°F in the winter and 66.7°F in the summer.

Figure 3-6: Observed Winter Temperature

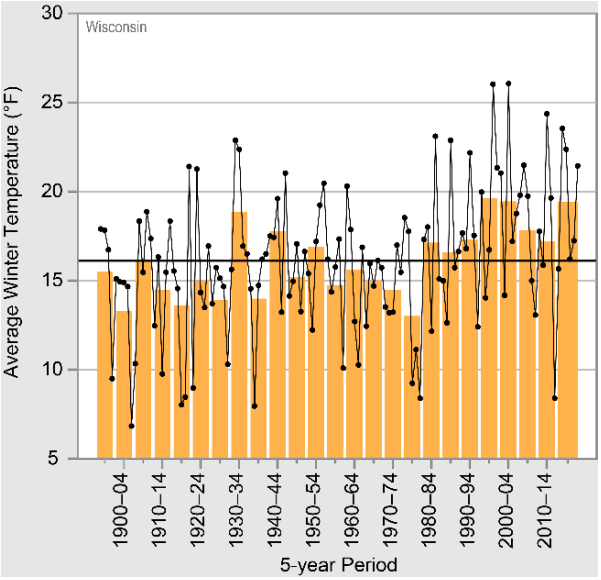
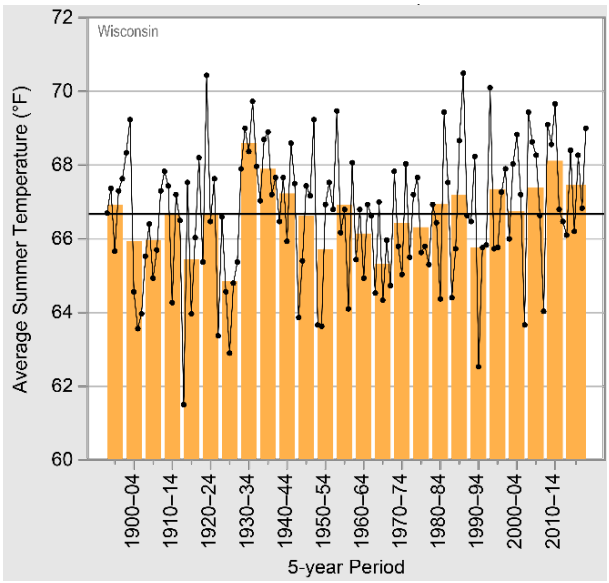


Figure 3-7: Observed Summer Temperature



Source: *Wisconsin State Climate Summary, National Oceanic and Atmospheric Administration (NOAA) National Centers for Environmental Information, 2022, https://statesummaries.ncics.org/downloads/Wisconsin-StateClimateSummary2022.pdf*

3.3.2.B. EXISTING PRECIPITATION PATTERNS

Most of the state's precipitation occurs during the warmer summer months, ranging from 20.5 inches in 1910 to 44.6 inches in 2019. Due to the state's northern location, severe winter storms can occur regularly. Snowfall varies within the state, from 30 inches of total accumulation in the south to more than 100 inches in the northern portion of the state along the Gogebic Range, which creates more lake-effect snow along the south shore of Lake Superior. Annual snowfall totals have been trending upward since 1930. **Figures 3-8** and **3-9** depict these winter and summer trends over the past century.

Figure 3-8: Observed Winter Precipitation

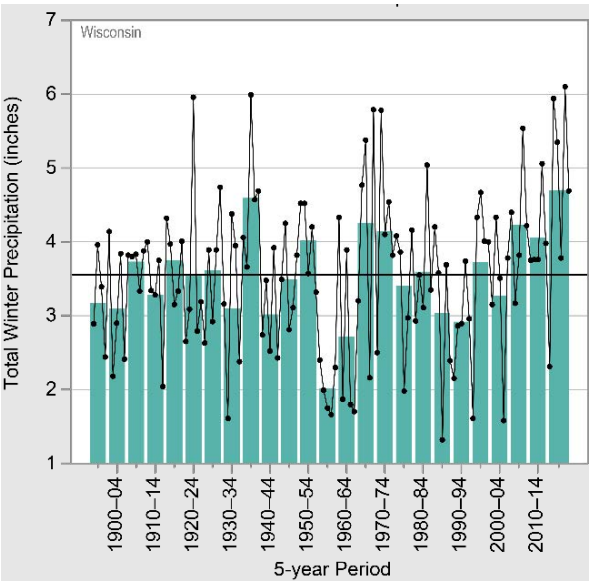
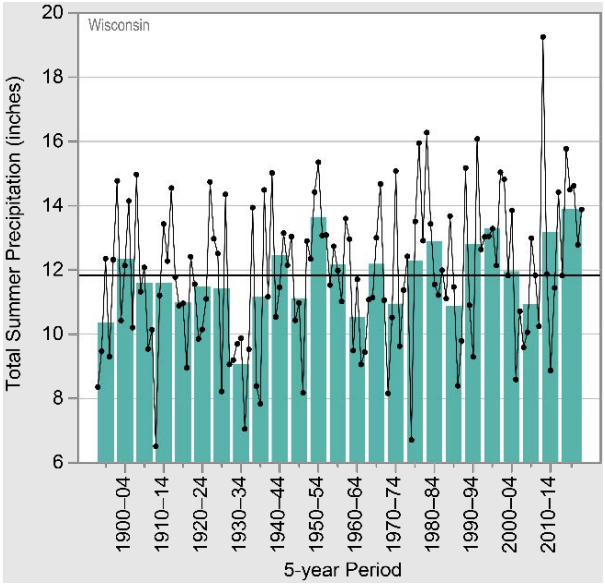


Figure 3-9: Observed Summer Precipitation



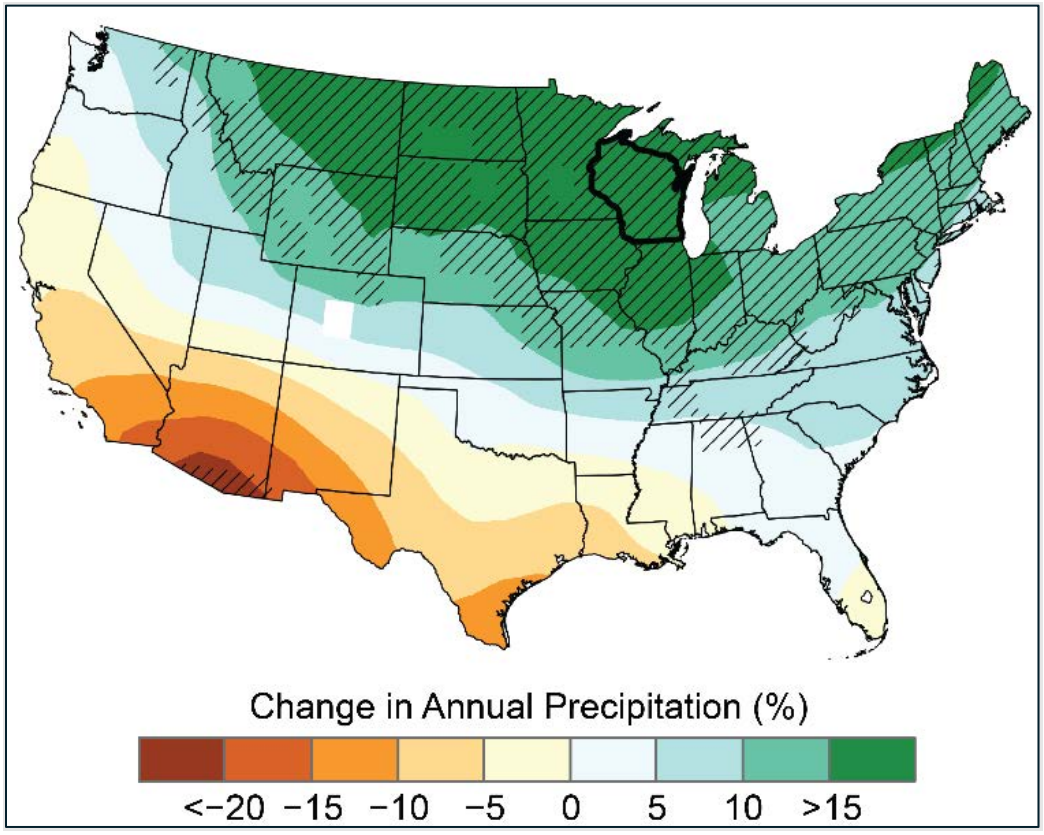
Source: *Wisconsin State Climate Summary, NOAA National Centers for Environmental Information, 2022, https://statesummaries.ncics.org/downloads/Wisconsin-StateClimateSummary2022.pdf*

3.3.2.C. FUTURE TEMPERATURE AND PRECIPITATION TRENDS

Temperatures in Wisconsin have risen more than 2°F since the beginning of the 20th century and are projected to continue to rise. Precipitation is also projected to increase in Wisconsin, with the most increases occurring during the winter and spring. This increase in precipitation includes extreme cases, potentially increasing the frequency and intensity of floods. However, snowfall is projected to decline in Wisconsin due to warmer average temperatures.[2] The National Oceanic and Atmospheric Administration (NOAA) projections indicate average temperatures in Wisconsin increasing anywhere from 2°F warmer than the historical average in low emissions models to 12°F warmer than the historical average in high emissions models.[3]

Figure 3-10 depicts Wisconsin in the region projected to record the highest increase in the percentage of spring (March to May) precipitation from the late 20th Century to the middle of the 21st Century. The hatching on Wisconsin indicates areas where most climate models project a statistically significant change. For more details on Wisconsin's resiliency strategies, see Section 5.5.4 of this WEVI Plan.

Figure 3-10: Projected Change in Spring Precipitation



Sources: CISESS and NEMAC. Data: CMIP5

2 Source: Wisconsin State Climate Summary, NOAA National Centers for Environmental Information, 2022, https://statesummaries.ncics.org/downloads/Wisconsin-StateClimateSummary2022.pdf

3 Source: Wisconsin State Climate Summary, NOAA National Centers for Environmental Information, 2022, https://statesummaries.ncics.org/downloads/Wisconsin-StateClimateSummary2022.pdf

3.3.2.D. CLIMATE PATTERN SUMMARY

The WEVI Plan calls for siting new EV charging stations on developed property with existing amenities along the state's major interstate highways and AFCs. While temperature and precipitation patterns will continue to change, these changes are not expected to significantly impact the siting, installation, operation, or maintenance of NEVI-compliant EV charging stations at existing facilities along the state's AFCs.

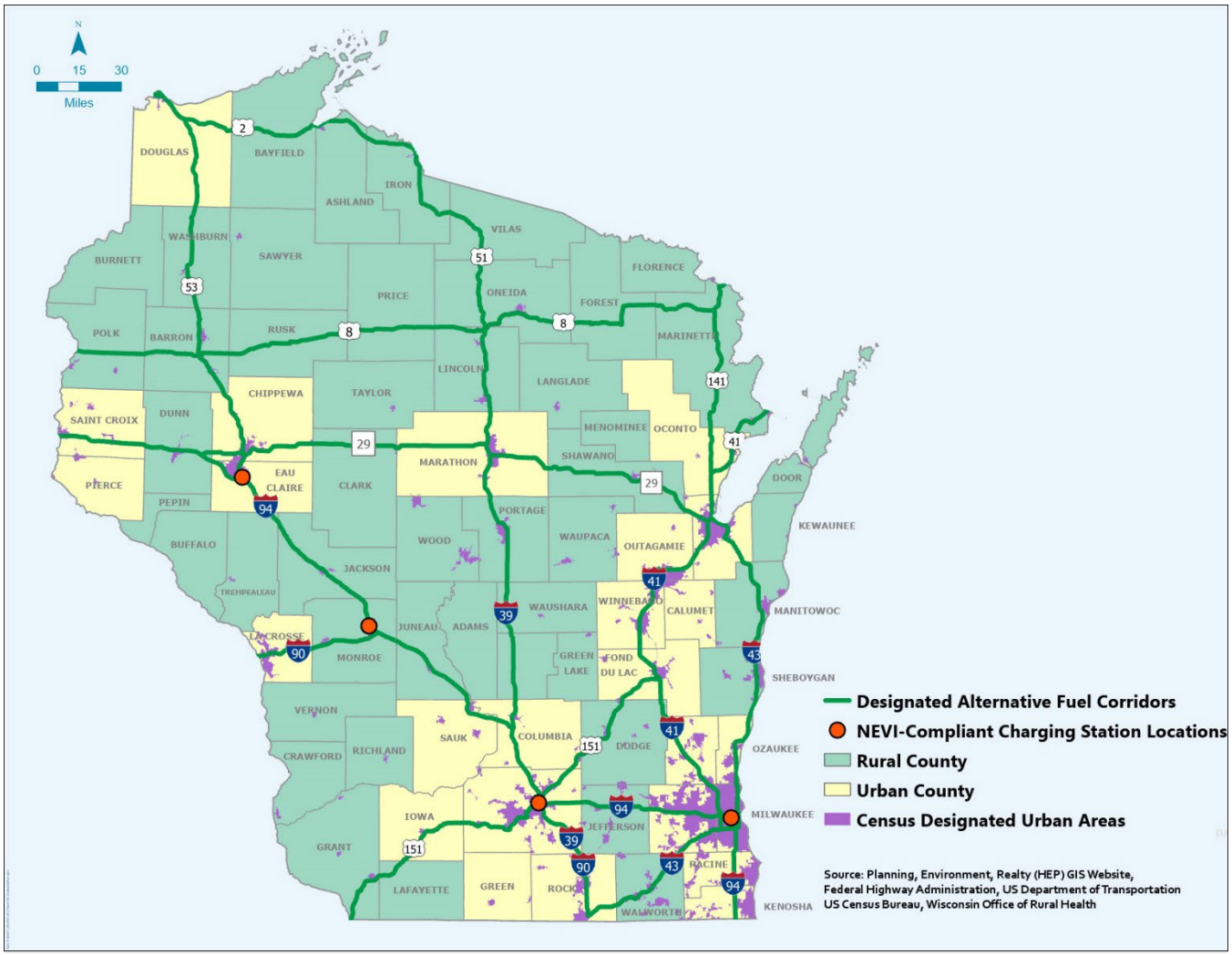
3.3.3 Land Use Patterns

Wisconsin is divided into 72 counties and, as of the 2020 census, has a population of nearly 5.9 million. A significant priority for Wisconsin is an EV charging network that functions for urban and rural residents. Given Wisconsin's designated AFCs and following NEVI Program guidance, the buildout of Wisconsin's AFCs will significantly improve EVSE accessibility for rural and urban Wisconsin residents.

In Wisconsin, local governments prepare comprehensive plans, determine local transportation choices, and make local land use decisions (such as zoning changes). Private entities propose and physically develop land (such as housing subdivisions). WisDOT plans, designs, and constructs state transportation facilities to support regional, inter-, and intra-state traveling needs of the public and commerce.

Since the link between land use and transportation is critically important to the economic health and livability of the state's communities, Wisconsin is working to find ways to improve coordination efforts at all levels. One critical approach is to foster cooperation with key stakeholders, including private landowners and local governments. This stakeholder engagement is crucial to prevent traffic congestion and improve safety and opportunities for multi-modal transportation. This dialogue with these key stakeholders helps foster connections and cooperation between the transportation needs and priorities of Wisconsin's urban and rural counties. Urban and rural counties in relation to AFCs are shown in **Figure 3-11.**

Figure 3-11: Wisconsin's Urban and Rural Counties and Alternative Fuel Corridors

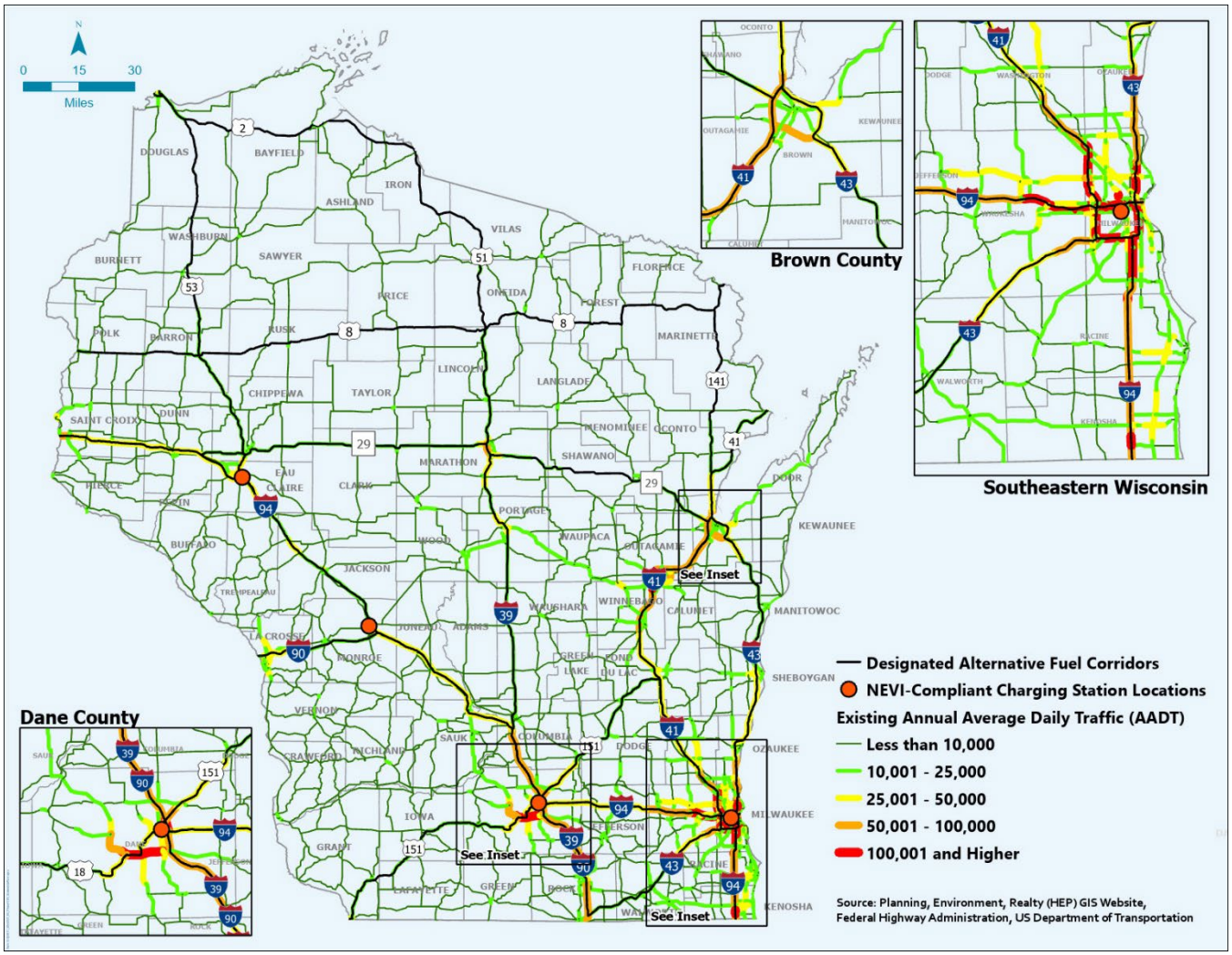


3.4 Travel Patterns and Public Transportation/Freight and Supply Chain Needs

3.4.1 Travel Patterns

Wisconsin's annual average daily traffic (AADT) is mapped in **Figure 3-12.** Wisconsin is focusing on the full EVSE buildout of AFCs, which will respond to a latent need in the statewide EV charging network and facilitate EV travel on some of Wisconsin's most-traveled roadways.

Figure 3-12: Wisconsin's Average Annual Daily Traffic (AADT) on Alternative Fuel Corridors



3.4.2 Public Transportation Needs

Public transit is essential in Wisconsin's statewide and local transportation networks. As presented in **Figure 3-13** Wisconsin has 81 public transit systems throughout the state's urban and rural areas. These transit systems are among the nation's best in efficiency and effectiveness and connect thousands of residents to jobs, schools, and other destinations.

Wisconsin's public transit operators are key partners with established information-sharing and outreach channels. The Wisconsin Public Transportation Association (WIPTA) and WisDOT met to discuss public transportation electrification needs. WIPTA represents a broad range of public transportation providers throughout Wisconsin.

Wisconsin has identified two principal challenges to electrifying transit infrastructure and capital. These challenges include the cost and the logistics of charging. Many transit systems in Wisconsin report existing funding and cashflow challenges. Ongoing funding challenges mean that transit operators must make investment tradeoff decisions between maintenance and operations, making purchasing new vehicles challenging.

Wisconsin communities have committed to electrifying public transportation through the award of federal grants and rebates administered by the Environmental Protection Agency (EPA) and other federal agencies, A key component of this commitment is replacing existing school buses with zero- and low-emission buses.

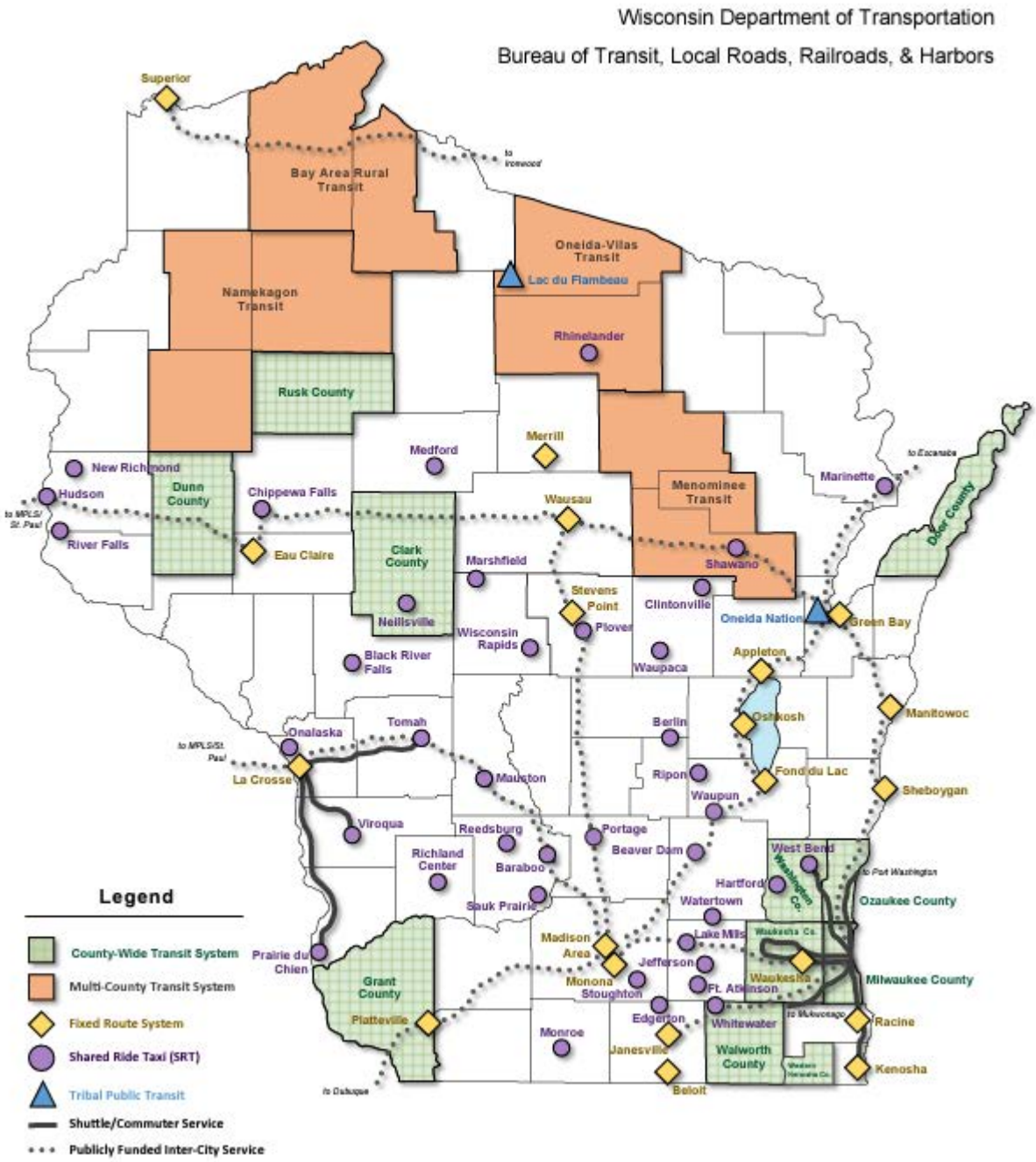
Wisconsin has secured these federal dollars over the last two years, advancing its work in transitioning to low- and zero-emission vehicles. For instance, in 2022, Wisconsin was awarded $25.8 million in federal funds to purchase 72 new electric school buses across 19 school districts. Additionally, in 2023, the Cities of Madison and Beloit were awarded a total of $38.6 million from the Federal Transit Administration (FTA) Grants for Buses and Bus Facilities Program to support the purchase of electric and hybrid buses and to install charging equipment.

Wisconsin received $12.06 million through the Clean School Bus Program in 2022, funding 40 buses, 30 of which are electric, through the 2022 Rebate Program. These funds support priority school districts across the state in rural and urban areas, with 15 out of the 16 awards going to exclusively rural school districts. The 2023 Rebate Program funded 24 projects in the state totaling at $22.95 million. Of these awards, nine are designated priority school districts, while 15 fund exclusively rural school districts in Wisconsin. This funding will replace 91 total buses, 75 of which are designated as electric. Wisconsin received funding through the 2023 Grant Program allocation, which awards three project grants jointly funding school districts throughout EPA's Region 5.

The need for charging and specialized infrastructure presents a potential operational logistics challenge since vehicular service hours will need to accommodate charging hours. Location, charging infrastructure, and route-specific considerations also play a role. Additional study is needed to identify proven best practices for overcoming these challenges.

Where requested and as appropriate, Wisconsin intends to work with public transit agency partners on eligible activities.

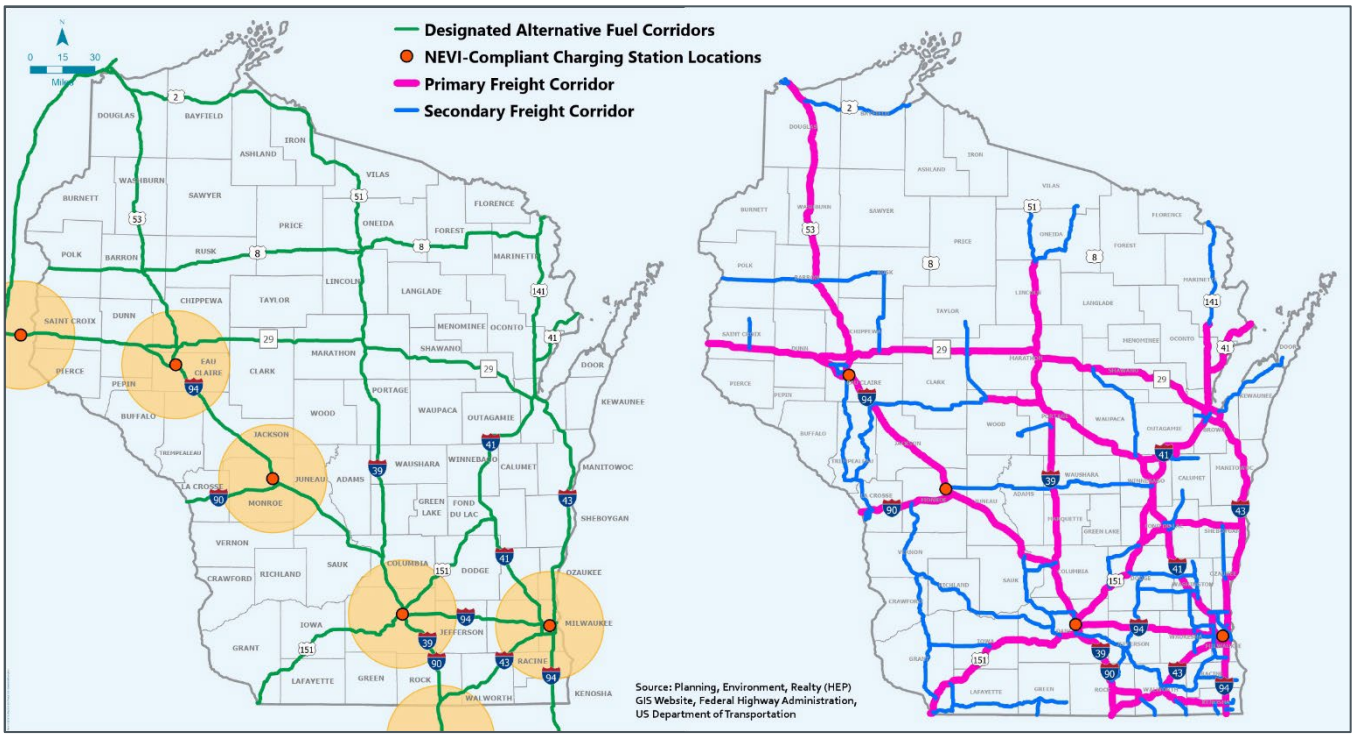
Figure 3-13: Wisconsin's Public Transit System



3.4.3 Freight and Supply Chain Needs

Wisconsin's public road system drives Wisconsin's economy by providing safe and efficient freight transportation. Businesses throughout Wisconsin use the road system to obtain the products needed to produce their goods and bring them to the marketplace. Enhancing freight mobility is a top priority for Wisconsin to support efficient commerce travel. The state has nearly 116,000 miles of public roads, from Interstate freeways to town roads to city and village streets.[4] In 2021, more than 355 million tons of freight traversed Wisconsin roadways, valued at $370 billion.[5] WisDOT maintains a State Freight Plan, which designates primary and secondary freight routes in the state, as shown in relationship to Wisconsin's AFCs in Figure 3-14.

Figure 3-14: Freight and Alternative Fuel Corridors



[4] *WisDOT, Bureau of Planning and Economic Development, Traffic Forecasting Section, https://wisconsindot.gov/Documents/projects/data-plan/veh-miles/vmt2021.pdf*

[5] *2019 IHS Transearch database, https://wisconsindot.gov/Documents/doing-bus/freight/flow2021.pdf*

3.4.4 Freight Advisory Committee (FAC)

The Wisconsin Freight Advisory Committee (FAC) convenes freight and logistics sectors in the state to provide input and advice to WisDOT on freight- related issues. FAC membership includes representatives from the industrial, agriculture, logistics, warehousing, economic development, and transportation sectors. WisDOT engages with FAC members on various topics and incorporates member feedback in developing freight-specific electrification policies and procedures. The spring 2024 meeting included a panel of experts focused on preparing for the electrification of freight, and this committee will continue to be an active forum for ongoing engagement with the freight sectors on electrification.

3.4.5 Mid-America Freight Coalition (MAFC)

Wisconsin is the lead state for the Mid-America Freight Coalition (MAFC), which also includes Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, and Ohio. MAFC is a research body that focuses on the planning, operation, preservation, and improvement of transportation infrastructure in the Midwest region.[6] A study published in 2023 explored the nuances of freight electrification to better understand the relationship between the development of electrification, commercial truck operations, and the planning, programming, and policy functions of state transportation agencies. The results also provide information regarding truck operations and fueling needs in relation to freight corridors and freight generators.

3.5 Industry and Market Conditions

As of 2022, there has been an acceleration of EV registration rates across the United States.[7] Wisconsin saw an increase from 319 EV registrations in 2013 [8] to 9,039 EV registrations in 2021[9], 13,893 EV registrations in 2022[10] and 21,394 registrations in 2023.[11] The increase is driven by several factors, including advances in technology, decisions made by state policymakers, and commitments by automakers. **Table 3-3** shows the number of EVs registered by Wisconsin county as of January 8, 2024.

[6] *Mid-America Freight Coalition website, https://midamericafreight.org/*

[7] Wisconsin Office of Energy Innovation, *https://www.atlasevhub.com/materials/state-ev-registration-data#data*

[8] *Wisconsin Department of Transportation, Wisconsin DMV, Registered by Fuel Type, Calendar Year ending 2013, https://wisconsindot.gov/Documents/dmv/shared/rpt25-cal.pdf*

[9] *Wisconsin Department of Transportation, Wisconsin DMV, Registered by Fuel Type, Calendar Year ending 2021, https://wisconsindot.gov/Documents/dmv/shared/rpt-25-cal-21.pdf*

[10] *Wisconsin Department of Transportation, Wisconsin DMV, Registered by Fuel Type, Calendar Year ending 2022, https://wisconsindot.gov/Documents/dmv/shared/rpt-25-cal-22.pdf*

[11] *Wisconsin Department of Transportation, Wisconsin DMV, Registered by Fuel Type, Calendar Year ending 2023, https://wisconsindot.gov/Documents/dmv/shared/rpt-25-cal-23.pdf*

Table 3-3: Wisconsin's Registered Electric Vehicles by County

County	No. of EVs 2021	No. of EVs 2022	No. of EVs 2023	County	No. of EVs 2021	No. of EVs 2022	No. of EVs 2023	County	No. of EVs 2021	No of EVs 2022	No. of EVs 2023
Adams	15	24	41	Iowa	34	59	85	Portage	74	117	196
Ashland	9	11	21	Iron	3	7	9	Price	4	6	9
Barron	23	29	43	Jackson	11	10	14	Racine	223	366	582
Bayfield	17	26	40	Jefferson	78	137	215	Richland	10	17	27
Brown	320	517	764	Juneau	21	36	54	Rock	187	269	429
Buffalo	11	15	25	Kenosha	247	416	629	Rusk	4	6	10
Burnett	16	16	28	Kewaunee	10	17	21	Sauk	94	141	218
Calumet	60	95	155	La Crosse	146	225	344	Sawyer	8	9	22
Chippewa	48	66	105	Lafayette	9	15	18	Shawano	13	21	38
Clark	5	8	17	Langlade	11	17	18	Sheboygan	121	196	300
Columbia	78	108	148	Lincoln	11	16	27	St. Croix	185	284	422
Crawford	7	13	20	Manitowoc	81	115	153	Taylor	2	8	14
Dane	2,277	3,397	5,172	Marathon	103	187	285	Trempealeau	10	16	37
Dodge	55	107	148	Marinette	17	29	42	Vernon	47	60	88
Door	41	84	129	Marquette	7	15	26	Vilas	14	29	45
Douglas	21	36	42	Menominee	0	0	0	Walworth	242	355	490
Dunn	31	59	90	Milwaukee	1,320	1,945	3,180	Washburn	12	20	29
Eau Claire	158	250	378	Oconto	16	28	38	Waukesha	1,067	1,648	2,576
Florence	2	2	3	Oneida	21	33	51	Waupaca	27	60	89
Fond du Lac	81	133	185	Outagamie	216	324	548	Waushara	15	24	34
Forest	1	3	7	Ozaukee	344	513	726	Winnebago	193	333	475
Grant	34	65	85	Pepin	5	4	8	Wood	56	79	123
Green	48	67	109	Pierce	56	79	140	Vehicles kept out of state	43	74	134
Green Lake	14	23	33	Polk	39	62	93				
Monroe	31	42	66	Washington	179	270	429	**Total EVs**	**9,039**	**13,893**	**21,394**

***Source**: Wisconsin Department of Transportation, Report 25 – Registered by Fuel Type, Calendar Year 2021, https://wisconsindot.gov/Documents/dmv/shared/rpt-25-cal-21.pdf; Calendar Year 2022, https://wisconsindot.gov/Documents/dmv/shared/rpt-25-cal-22.pdf*; Calendar Year 2023, *https://wisconsindot.gov/Documents/dmv/shared/rpt-25-cal-23.pdf*

WisDOT is transitioning to a different method of reporting vehicle registration numbers that calculates monthly rather than yearly registrations. The numbers reported by county for May 2024 are indicated in Table 3-4 below.

Table 3-4: Wisconsin's Registered Electric Vehicles by County May 2024

County	No. of EVs May 2024	County	No. of EVs May 2024	County	No. of EVs May 2024	County	No. of EVs May 2024
Adams	46	Fond du Lac	215	Marinette	54	Sauk	238
Ashland	26	Forest	10	Marquette	29	Sawyer	27
Barron	48	Grant	89	Menominee	1	Shawano	46
Bayfield	48	Green	118	Milwaukee	3,603	Sheboygan	342
Brown	866	Green Lake	47	Monroe	64	St. Croix	461
Buffalo	31	Iowa	96	Oconto	42	Taylor	17
Burnett	31	Iron	10	Oneida	55	Trempealeau	40
Calumet	160	Jackson	16	Outagamie	655	Vernon	102
Chippewa	124	Jefferson	238	Ozaukee	821	Vilas	42
Clark	35	Juneau	62	Pepin	12	Walworth	536
Columbia	163	Kenosha	713	Pierce	163	Washburn	29
Crawford	24	Kewaunee	25	Polk	100	Washington	482
Dane	5,732	La Crosse	389	Portage	222	Waukesha	2,865
Dodge	158	Lafayette	21	Price	12	Waupaca	95
Door	135	Langlade	20	Racine	674	Waushara	37
Douglas	52	Lincoln	30	Richland	32	Winnebago	534
Dunn	104	Manitowoc	176	Rock	497	Wood	138
Eau Claire	426	Marathon	322	Rusk	9	Vehicles kept out of state	127
Florence	3					**Total EVs:**	**24,012**

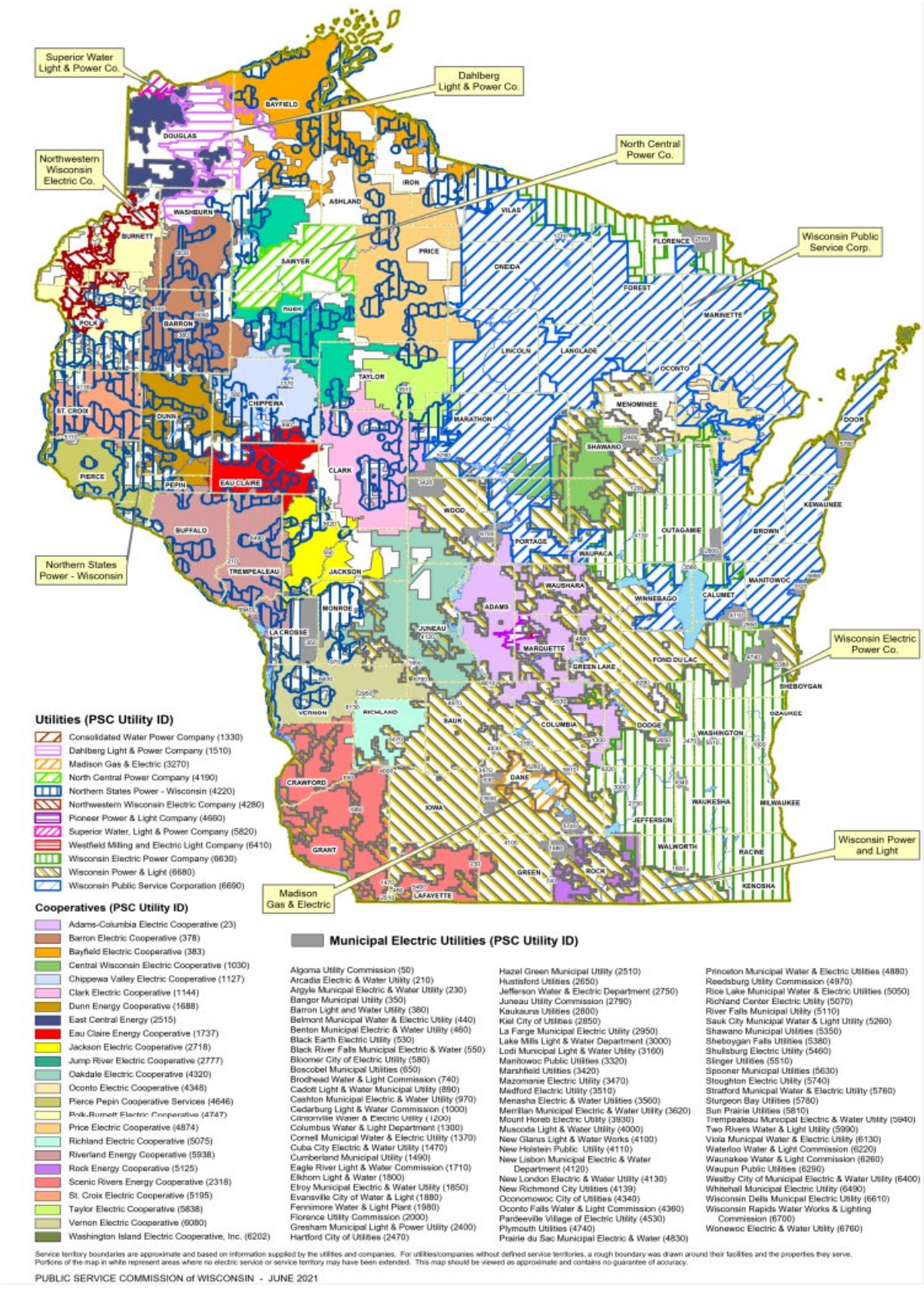
3.6 Electric Utilities and Grid Capacity to Support EV Charging Infrastructure

3.6.1 Electric Utilities and Service Territories

The Midcontinent Independent System Operator (MISO) oversees the Wisconsin electric transmission grid. This regional transmission organization moves energy between 15 states and one Canadian province. There are 12 investor-owned distribution utility companies in Wisconsin, with the following five serving most of the customers: Wisconsin Power & Light (WPL), Madison Gas & Electric (MGE), Northern States Power Company (NSP), Wisconsin Energy Power Company (WEPCO), and Wisconsin Public Service (WPS).

Municipal utilities and electric cooperatives mainly serve areas not served by these distribution utilities. All of Wisconsin's utilities and service territories are shown in Figure 3-15.

Figure 3-15: Wisconsin Electric Utilities and Utility Service Territories



3.6.2 Public Service Commission of Wisconsin

The Public Service Commission of Wisconsin (PSC), established by the 1907 Public Utilities Law, is the state's utility regulatory authority. Key components of the regulatory system developed by the 1907 Public Utilities Law include:

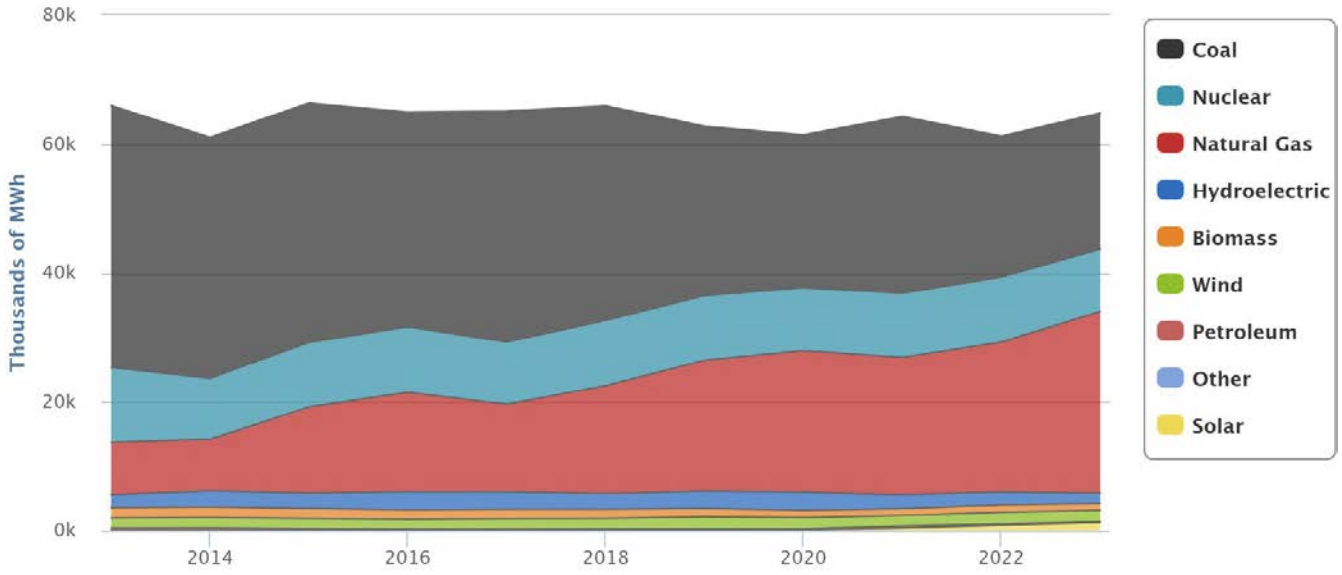
- A broad definition of "public utility."
- Centralized regulatory authority vested in the PSC.
- Monopoly status for public utilities.
- Minimum service standards.
- State regulation of rates and other charges.

The PSC regulates more than 1,100 Wisconsin public utilities, which provide electric, natural gas, combined water and sewer utilities, and certain aspects of local telephone service throughout the state.

3.6.2.A. WISCONSIN NET ELECTRIC POWER GENERATION

Wisconsin's total electric power generation for 2022 was 61,188,505 MWh, with coal-fired power plants providing 20.3% of Wisconsin's electricity net generation in April 2023, down from a high of 82% in 1997. Natural gas fueled 45.9% of Wisconsin's in-state utility-scale generation in April 2023, a share almost four times larger than a decade earlier. Wisconsin's total electric generation capacity and demand have remained relatively stable over the past decade. The net annual electric generation capacity and fuel source are shown in Figure 3-16.

Figure 3-16: WI Net Annual Electric Generation by Fuel Source



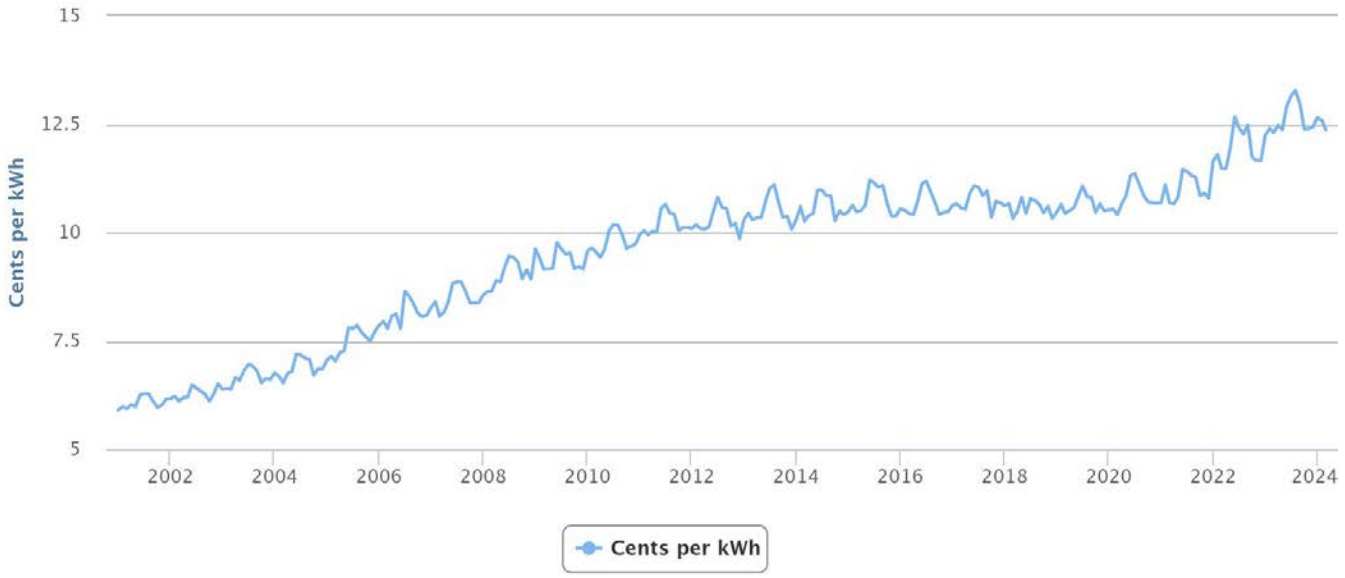
Source: EIA Beta API, updated June 18, 2024, https://powersuite.aee.net/portal/states/WI/energy_data

Wisconsin's electric utilities are members of MISO. With the Federal Energy Regulatory Commission (FERC) approving MISO's monitoring of the region's electric transmission system, utilities throughout the region are required to follow MISO's order to ensure there is enough power on the electrical grid.

3.6.2.B. WISCONSIN AVERAGE RETAIL PRICE OF ELECTRICITY

Wisconsin's statewide March 2024 average retail price for electricity was 12.37¢/kWh, an increase from 11.37¢/kWh in 2021 but lower than the 2022 average of 12.45¢/kWh. Wisconsin's average annual retail price for electricity has fluctuated between 6¢/kWh-13¢/kWh over the past decade as shown in **Figure 3-17.**

Figure 3-17: WI Average Monthly Retail Price of Electricity



Source: EIA Beta API, updated June 18, 2024, https://powersuite.aee.net/portal/states/WI/energy_data

3.6.2.C. PSC REPORT ON IMPACTS OF EV GROWTH ON WHOLESALE ELECTRICITY PRICES IN WISCONSIN

PSC staff helped produce a report published in the 2020 World Electric Vehicle Journal, exploring the impact of the rapid growth of EVs on wholesale electricity pricing through 2030.[12] PSC's goal for the report was to understand EV impacts on Wisconsin's electric grid for mid and long-range planning, and to assist the state's electricity transmission owners, distribution utilities, and regional system operators. This PSC report was produced in collaboration with researchers at the University of Wisconsin – Madison's La Follette School of Public Affairs and The Department of Electrical and Computer Engineering.

The report considered projected EV growth in Wisconsin through the year 2030, using 2018 EV registration as a baseline with reference and high EV growth rate scenarios described in **Table 3-5**, which was taken directly from 'The Impacts of Electric Vehicle Growth on Wholesale Electricity Prices in Wisconsin' report referenced in **footnote 14**.

Below are the number of Plug-In Electric Vehicles (PEV) by service territory in 2018 (data from 12 service territories) and the modeled number in 2030 under the reference and high-adoption growth scenarios. PEV increases over 2018 registrations are also shown below.

[12] *Zielke, Megan, Adria Brooks, and Gregory Nemet. 2020. "The Impacts of Electric Vehicle Growth on Wholesale Electricity Prices in Wisconsin" World Electric Vehicle Journal 11, no. 2: 32. https://doi.org/10.3390/wevj11020032*

Table 3-5: EV Growth Rate Scenarios

	Utility						
	MGE	NSP	WEPCO	WPL	WPS	Total	Increase over 2018
2018 Registrations	355	272	1,437	729	285	3,077	-
Reference Growth	3,072	2,351	12,433	6,309	2,466	26,632	765%
High Adoption	43,114	32,993	174,479	88,549	34,627	373,761	12,046%

Modeled 2030 annual load (GWh/year) in Wisconsin utilities resulting from the baseline, reference, and high adoption growth scenarios. Energy increases over the baseline scenario are shown below.

	Utility						
	MGE	NSP	WEPCO	WPL	WPS	Total	Increase over 2018
Baseline Growth	4,508	64,126	42,928	16,304	15,581	143,447	-
Reference Growth	4,518	64,133	42,970	16,326	15,589	143,536	0.06%
Progressive Growth	4,650	64,191	43,483	16,591	15,734	144,649	0.84%

For the PSC report, the price of electricity was calculated based on the locational marginal price (LMP). LMP is a way for wholesale electric energy prices to reflect the value of electric energy at different locations on the grid, factoring in locational-specific price variables such as load, demand, and congestion patterns as well as physical transmission limits and local energy efficiency losses. Inefficiency losses and energy demand congestion on any transmission line can cause price differences between locations that affect final retail pricing, most commonly reflected as peak and demand charges on consumer electric bills. Overall, the report concluded that even under high EV growth assumptions, Wisconsin's grid generation capacity, pricing, and hourly LMPs would see minimal impacts, as detailed in Table 3-6.

Table 3-6: Impacts of EV Growth on WI Electricity Prices

Sufficient WI Electric Generation Capacity	Modeled EV adoption in Wisconsin does not indicate that transmission system upgrades will be needed in direct response to the growth in charging load.
Minimal Impact on WI Electricity Costs	Minimal impacts on electricity prices (<2%) in Wisconsin through 2030.
Minimal Impact on WI Local Marginal Prices	Increases projected in hourly electric LMPs due to EV growth would be less than those seen in annual changes of historic electricity prices in Wisconsin.
Moderate Impact to WI Congestion Prices	Under high EV adoption scenarios, the report found relatively moderate increases in congestion prices (+16–32%), which could impact consumer demand charges.

The PSC report showed that congestion prices would moderately increase under high EV adoption scenarios (+16–32%), which could provide an opportunity to align EV charging schedules with times of low transmission congestion through the pricing and policies discussed below.

3.6.2.D. PUBLIC SERVICE COMMISSION OF WISCONSIN EV POLICIES

In 2019, the PSC opened an investigation in docket 5-EI-156 to consider future policies and regulations related to EVs and concluded that:

- Barriers to EV adoption in Wisconsin include insufficient charging infrastructure, upfront costs of EVs and associated charging equipment, and limited customer awareness and education.
- PSC and utility policies and regulations, such as electric rates and rate design, can significantly influence EV deployment.
- PSC can influence EV deployment by providing regulatory clarity.
- Pilot programs can serve existing EVs while preparing the PSC and utilities for future EV growth.

Informed by stakeholder feedback, PSC issued an Order in December 2020 encouraging utilities to submit pilot program proposals that address identified barriers to EV adoption, serve customer needs, and explore EV-related issues. The Order also offers regulatory clarity by establishing a framework that sets clear expectations for the information any provider must include in proposing EV pilots to PSC.[13] Multiple providers have received PSC approval for EV pilots serving residential, commercial, and fleet customers as detailed in Table 3-7.

Table 3-7: Wisconsin Utility PSC Approved & Proposed EV Pilot Programs

EVSE Make Ready Investments	Commercial programs allowing utilities to own and maintain "make-ready" infrastructure for EVs (not EVSE hardware but the wiring and equipment needed to connect EVSE to the electric grid system) and allow customers to pay for new infrastructure extensions through monthly fees or demand charges.
EVSE Station Investments	Residential programs where customers may contract with their utility to install an EVSE, the cost of which will be prepaid or paid in installments.
Time of Day (TOD) Rates	Customer options to enroll in time-of-day (TOD) rates, which establish lower rates for energy use during overnight hours and higher rates during hours of peak demand, providing economic incentives for customers to charge their vehicles during periods of low demand and help utilities avoid high costs associated with serving increased peak demand.
Demand Rate Discounts	Program designed to address cost barriers associated with demand rates by offering commercial customers with meters dedicated to EV charging a discounted demand rate for up to five years.
Managed Charging Pilot	A proposed managed charging pilot would offer customers a monthly payment to deploy telematics software on EVs designed to communicate with the grid and allow the utility to manage charging timing to support reliability and load management without requiring the installation of a separate electric meter.[14]

WisDOT and PSC remain in close coordination to ensure the successful deployment of EVSE throughout the state.

13 Order of December 23, 2020. https://apps.psc.wi.gov/ERF/ERFview/viewdoc.aspx?docid=402117.

14 Electric Vehicle Managed Charging Pilot Applications. March 15, 2022. https://apps.psc.wi.gov/ERF/ERFview/viewdoc.aspx?docid=432550

3.7 Known Risks and Challenges

Increased deployment of EVSE and accelerated adoption of EVs present Wisconsin with an opportunity to evaluate the effectiveness of the state's regulatory environment that supports transportation electrification. WisDOT is working with supporting state agencies, including DATCP and PSC, to determine whether changes to state statutes or administrative rules are needed. The Wisconsin Electrification Steering Committee (ESC) identified the following chapters of state statute as instrumental for the 2023 Plan update and continues to discuss potential impacts:

- Chapter 66: General Municipality Law
- Chapter 84: State Trunk Highways; Federal Aid
- Chapter 98: Weights and Measures
- Chapter 100: Marketing, Trade Practices
- Chapter 196: Regulation of Public Utilities

Under previous state law, Chapter 196, relating to the Regulation of Public Utilities, posed a challenge for Wisconsin in implementing the NEVI Program. As interpreted, Chapter 196 only provided for the direct sale of electricity to customers by kWh by public utilities. While this regulatory framework did not explicitly prohibit the successful deployment of EVSE under the NEVI Program, it provided regulatory uncertainty to many private partners evaluating the potential return on investment that may result from implementation under this program. WisDOT engaged in legislative discussions to address the concern and worked with legislative partners to modify this provision when the legislative session resumed in fall 2023.

Two pieces of legislation enacted on March 20, 2024, resolved any potential challenges from this previous state law. Through Wisconsin Act 121, EV charging station operators can display and base fees in $/kWh. Wisconsin Act 122 gives WisDOT the authority to administer the WEVI program through a competitive contracting process following the requirements of the SEP-14 waiver described in Chapter 5.

Table 3-8 outlines some of the other anticipated risks, challenges, and mitigation strategies throughout the different stages of the WEVI Program.

Table 3-8: Known Risks and Challenges

Known Risk/Challenge	Mitigation	Time
Viable Location and Demand	WisDOT has used the methods described in **Chapter 4** below to determine corridor groupings and priority exits to find locations best suited to build out Wisconsin's AFC network, while considering existing grid capacity and amenities. As future RFP solicitations are released, WisDOT will continue reevaluating these priority locations based on demand, current infrastructure, and program priorities.	During RFP solicitation, following 2024 Plan update
Demand Charges	WisDOT continues engagement with utilities in Wisconsin to discuss mitigation strategies and coordinate successful deployment of EV charging stations.	Following 2024 Plan update
Implementation Timelines	WisDOT has maintained communication with each of its Round 1 awardees to ensure equipment procurement will occur on schedule, and that timelines have considered potential supply chain disruptions.	During RFP solicitation, following 2024 Plan update
Equipment Protection	Through the WEVI Round 1 RFP, applicants scored higher if the charging site had nearby business hours over 18/7. This provides security to the equipment through offsite monitoring, allowing for a lower opportunity for equipment tampering without witnesses. Onsite security cameras also offer this protection.	Following 2024 Plan Update
Charger Availability and Maintenance	Once the stations awarded through the Round 1 WEVI RFP are brought online, WisDOT plans to use its 511 website to communicate charger availability and its associated uptime metric. This page will be updated regularly to keep users up to date on the status of Wisconsin's NEVI-compliant charging stations.	Following 2024 Plan update
Property Ownership	Round 1 awardees were required to submit a site agreement with the property owner, if different from the site proposer.	During RFP solicitation
Changing Industry Standards and Requirements	WisDOT required the WEVI Round 1 charging stations to comply with all NEVI standards and requirements. WisDOT will continue to update its annual Plan update and its future RFP solicitations to align with updated industry standards and government requirements.	As NEVI develops

3.8 Information Dissemination about EV Charging Station Availability

As detailed further in **Chapter 5** of this WEVI Plan, Wisconsin will require NEVI Program-funded EVSE stations to report data and provide it in real-time via Application Programming Interface (API) to third parties free of charge to comply with the NEVI Final Rule (23 CFR 680). Wisconsin will ensure this data is accessible to the U.S. DOE's Alternative Fuel Vehicle Data Center Station Locator tool, and to private sector apps such as PlugShare for disseminating and ready access to information on EV charging station availability for the general public. In addition, Wisconsin will require appropriate wayfinding signage and per any further Wisconsin agency requirements.

4 EV CHARGING INFRASTRUCTURE DEPLOYMENT

This section details Wisconsin's overarching strategy for EV charging infrastructure installations, associated policies, and Round 1 RFP development to meet the compliance standards of the NEVI Program and vision and goals for EVSE deployment in Wisconsin.

4.1 Funding Sources

As detailed in Chapter 5, Wisconsin created a competitive program that seeks applications from eligible EVSE site hosts seeking NEVI Program funding to install, own, and operate NEVI-compliant EVSE throughout Wisconsin. In the Round 1 RFP, Wisconsin required applicants to secure at least 20% non-federal matching funds from awarded EVSE owners and operators. The WEVI Program will continue to do so in future rounds of the WEVI Program. Through Round 1 of the WEVI Program, awarded projects had an average cost share of 31%, demonstrating Wisconsin's commitment to using federal dollars for as many projects as possible.

Wisconsin will receive $78.65 million in federal NEVI Program funds throughout the five-year life of the NEVI Program. Federal NEVI Program funds will be made available to local governments and private entities, working collaboratively to install and operate EV fast charger systems along designated corridors. In future years, as the build-out of the designated corridors is certified as complete, other transportation corridors identified by Wisconsin may be included for WEVI Program funds based on Wisconsin goals, such as providing services in rural areas and other underserved areas of the state.

To date, Wisconsin has received $45.1 million in NEVI funding, $23.3 million of which has been allocated through the first round of the WEVI Program. Through the WEVI Round 1 RFP, WisDOT awarded funding to 53 sites to build out the state's EV AFC system. Wisconsin will continue to administer funds to awarded applicants through future program rounds.

Funding made available has been and will be used to contract with eligible applicants. The initial WEVI program is a reimbursement program, allowing for the reimbursement of actual expenditures incurred by the project sponsor during the project's development. Applicants will be responsible for any project cost coverage beyond the award amount.

The federal cost share for NEVI Program projects cannot exceed 80%. Private and federal funds will be used to provide the remaining cost share through Round 1 of WEVI, which is anticipated that this will continue for future procurements. As appropriate, NEVI Program funds may be combined with other eligible U.S. DOT funding for EV charging infrastructure projects, if the eligibility requirements are met for both programs and the total federal cost share does not exceed 80%. In addition, Wisconsin may use other eligible state program funds for EV charging infrastructure projects if the eligibility requirements are met for both the NEVI Program and the state-funded program.

Wisconsin will continue to update this information annually with updates to the WEVI Plan as Wisconsin's EVSE infrastructure is built out and the state's needs continue to evolve.

4.2 Infrastructure Deployment and Upgrades

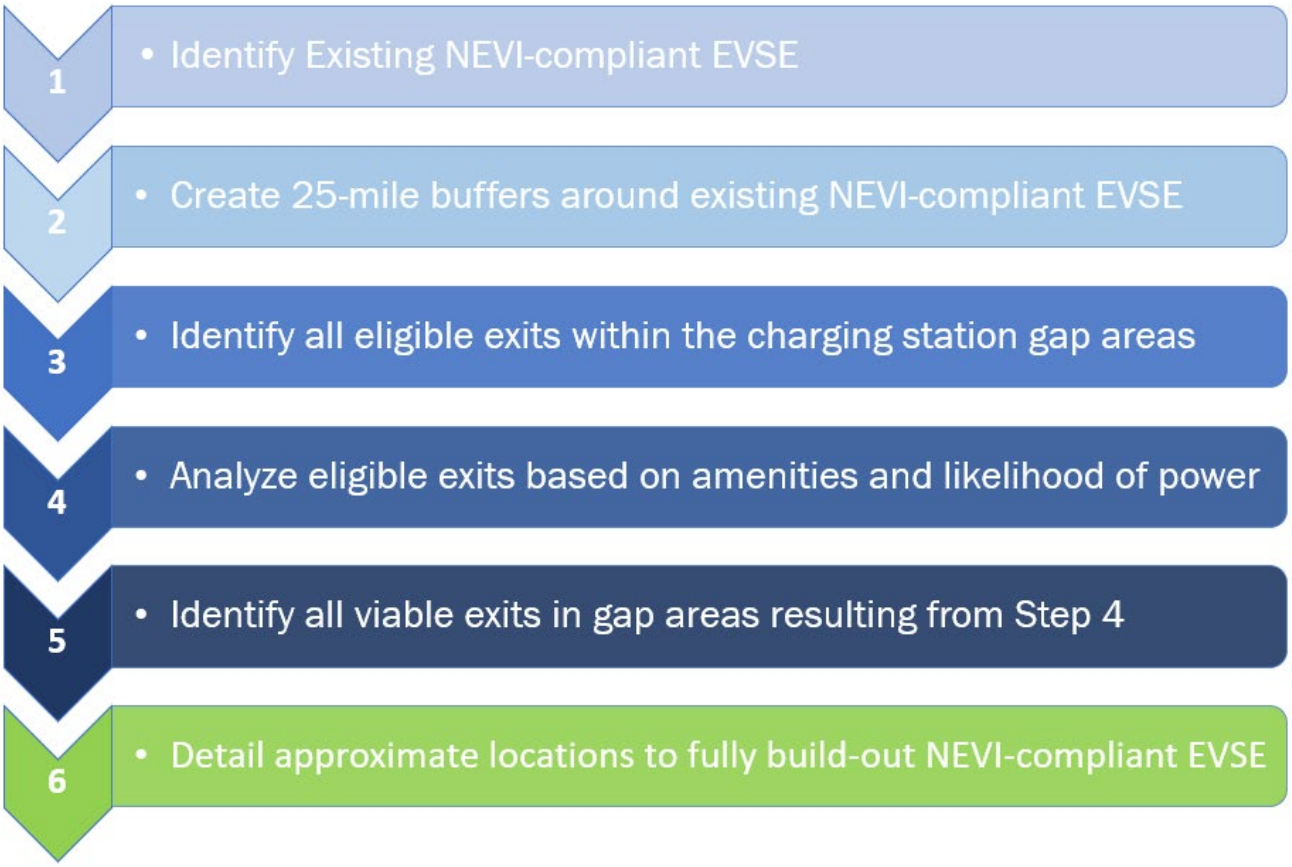
This section details the initial locations of new EVSE installations needed to reach "fully built out" certification on Wisconsin's portions of the federal Interstate Highway System and FHWA-designated AFCs before administering WEVI funds. Additional information in this section identifies existing locations of EVSE

chargers that could be upgraded to meet minimum NEVI Program standards. In the subsections below, information about how deployments will address which utility territories the planned installations or upgrades are in, as well as detailed additional deployment considerations, including capacity redundancy, commercial freight needs, public transportation, and transit coordination, and impacts of state, regional, and local policy will be discussed.

4.2.1 WisDOT Deployment Planning Process in Planning Towards a Fully Built-Out Determination

This section describes the steps in the Wisconsin planning process, provides information on the methods and strategies behind these steps, identifies the initial approximate locations for Wisconsin's EVSE build-out on federal AFCs, and visually represents all information in a series of maps and tables. The flow chart in Figure 4-1 below describes WisDOT's basic steps to develop this deployment plan. Additional maps and tables are provided below to represent visually and list approximate locations of NEVI-compliant EVSE needed to receive a "fully built out" certification by the U.S. DOT Secretary. WisDOT's goal is to achieve fully built-out certification with the U.S. DOT.

Figure 4-1: WEVI Plan Deployment Mapping and Process to Identify "Approximate Locations" of EVSE



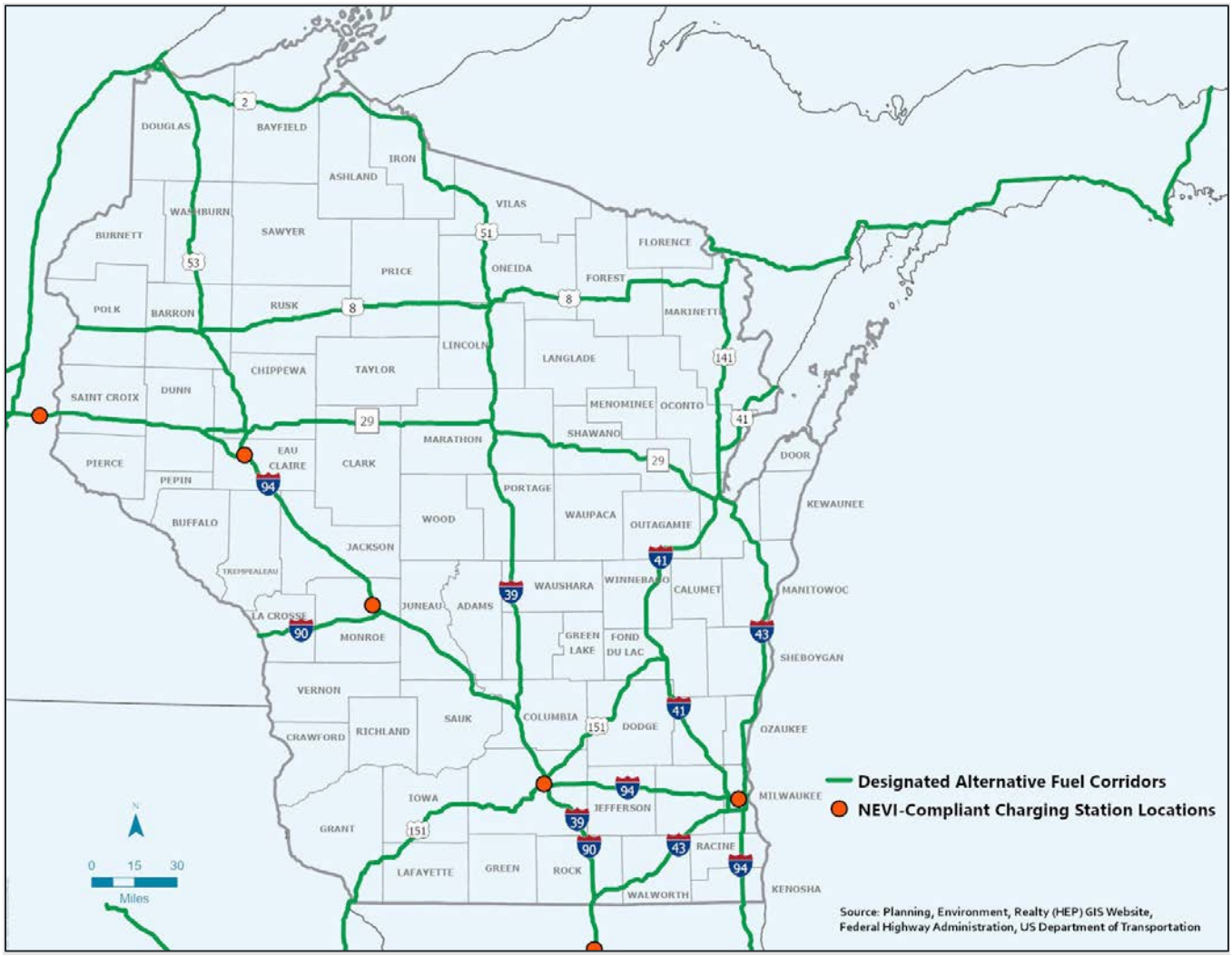
As detailed in Figure 4-1, Wisconsin performed the following six steps to identify viable sites along the AFCs in Wisconsin.

Step 1: Identify existing NEVI-compliant charging sites in the state. **Table 4-1** and **Figure 4-2** show the existing NEVI-compliant charging sites within Wisconsin and two NEVI-compliant sites in neighboring states with coverage areas that extend into Wisconsin.

Table 4-1: Existing NEVI-Compliant Charging Sites in Wisconsin and Neighboring States

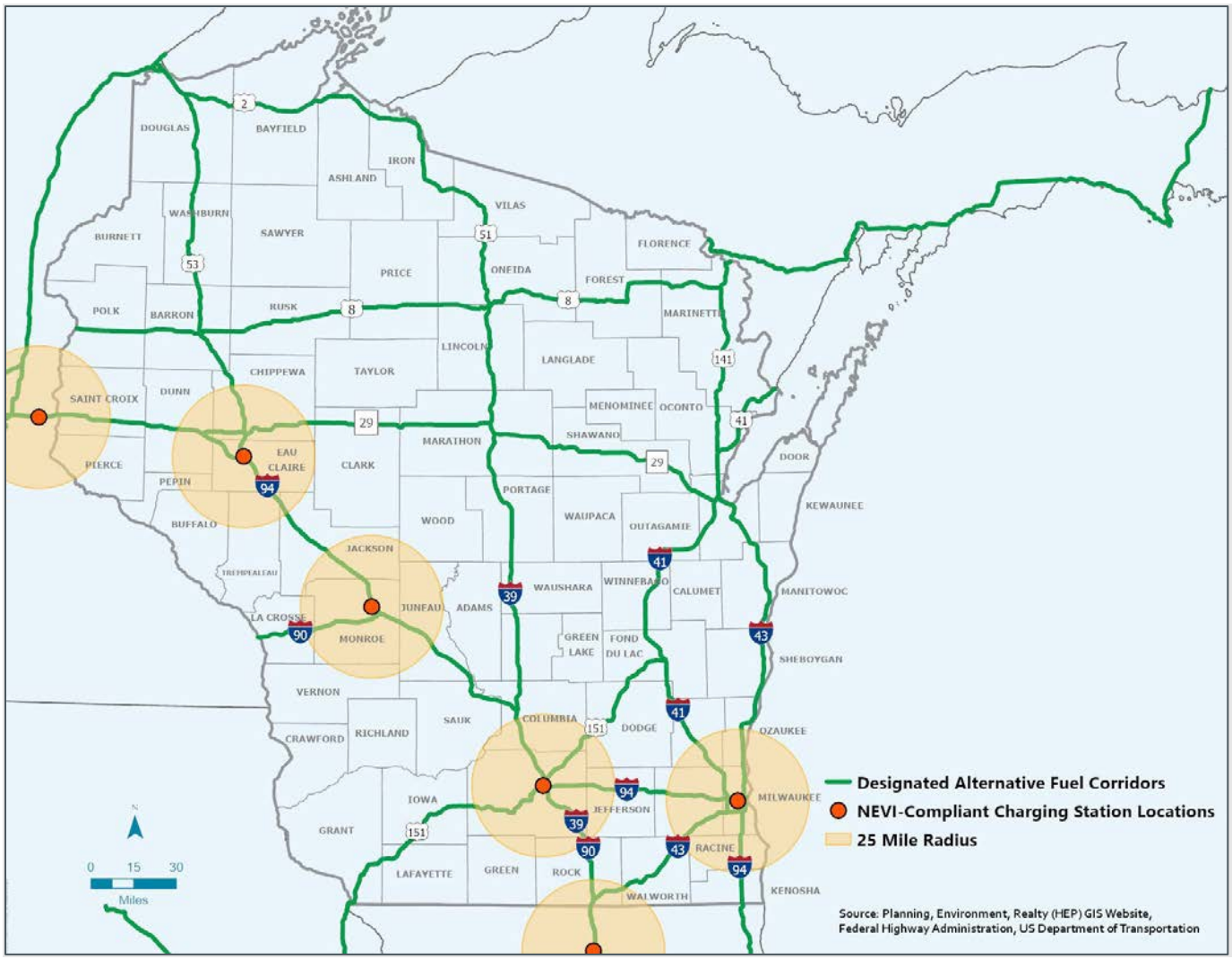
ID	Charger Power (#CCS Ports x kW)	Route	Location	EV Network
121725	1x50 3x150 4x350	I-90 (IL)	Sam's Club 7151 Walton St, Rockford, Illinois, 61108	Electrify America
237715	5x50 3x150	I-90/I-94	Walmart Supercenter 4198 Nakoosa Trail, Madison, Wisconsin, 53714	Electrify America
121711	1x50 3x150 4x350	I-94	Walmart Sam's Club 4001 Gateway Dr, Eau Claire, Wisconsin, 54701	Electrify America
145683	12x50 4x350	I-94 (MN)	Walmart Supercenter 10240 Hudson Rd., Woodbury, Minnesota, 55129	Electrify America
122809	2x50 2x150 4x350	I-94	Walmart Supercenter 222 W McCoy Blvd, Tomah, Wisconsin, 54660	Electrify America
190417	3x50 15x150 2x350	I-94	Walmart Supercenter 4140 W Greenfield Ave, Milwaukee, Wisconsin, 53215	Electrify America

Figure 4-2: Wisconsin Interstates, AFCs, and Existing NEVI-Compliant EV Chargers



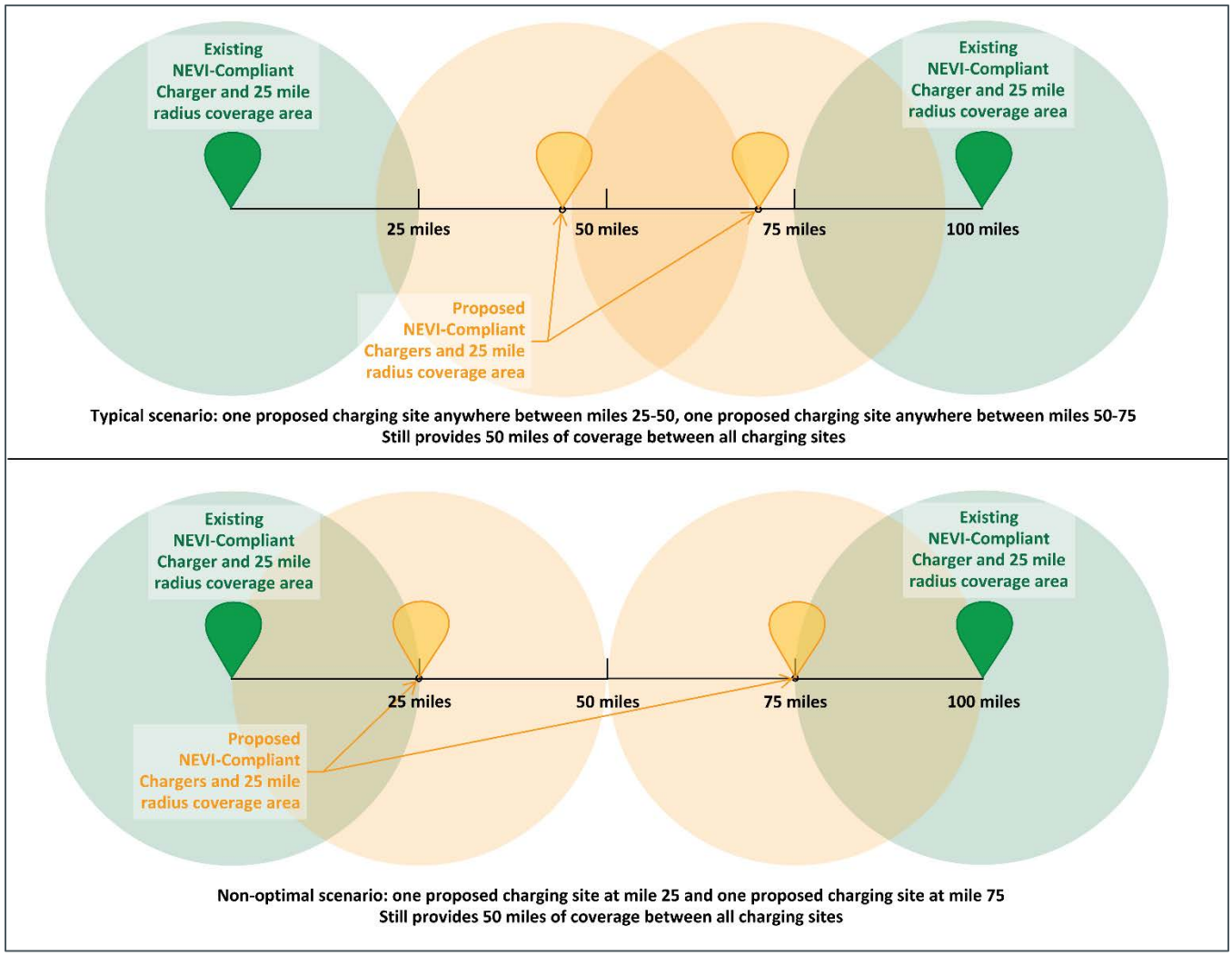
Step 2: Having identified the existing NEVI-compliant EVSE in Wisconsin and its neighboring states, Wisconsin next created a 25-mile radius buffer around NEVI-compliant sites to determine coverage gaps. See **Figure 4-3.**

Figure 4-3: Wisconsin Existing NEVI-Compliant EV Charger Coverage Areas



A 25-mile radius buffer was purposely used instead of a 50-mile radius buffer. First, it is easier to see the coverage gaps in areas between two coverage areas. Second, using this radius provides more options for locating a charging site. For example, if there are 100 miles between two existing NEVI-compliant chargers, technically, by installing one charger in the middle at 50 miles, the corridor would follow NEVI Program guidelines with the three chargers all being within 50 miles. However, this is more difficult in practice since there is likely no exit at the precise middle point of two NEVI-compliant chargers. Another issue with trying to space the chargers as close to 50 miles as possible is that it limits the options for prospective charging bidders and would make the procurement more prescriptive. **Figure 4-4** shows a more typical and non-optimal scenario for siting charging sites using 25-mile radius coverage areas.

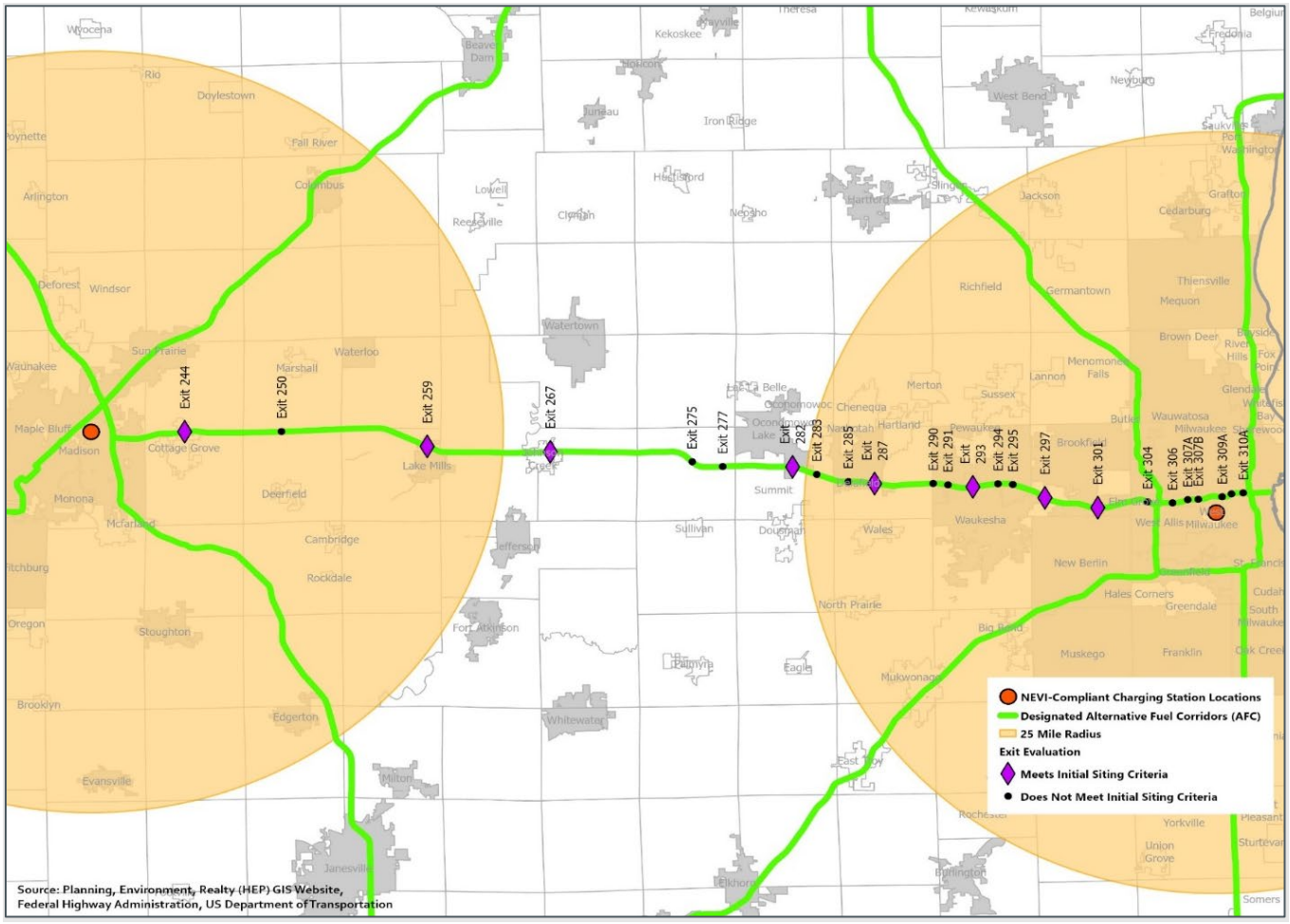
Figure 4-4: WEVI 25-Mile Coverage Area Scenarios



Step 3: Having identified all existing charging stations and coverage areas, Wisconsin next worked to identify all exits within the coverage gaps or the regions not currently covered by an existing NEVI-compliant EVSE.

Figure 4-5 shows the coverage gap between two existing NEVI-compliant EVSE coverage areas on I-94 between Madison and Milwaukee.

Figure 4-5: Example NEVI EV Charging Station Gap Area on I-94 between Madison and Milwaukee



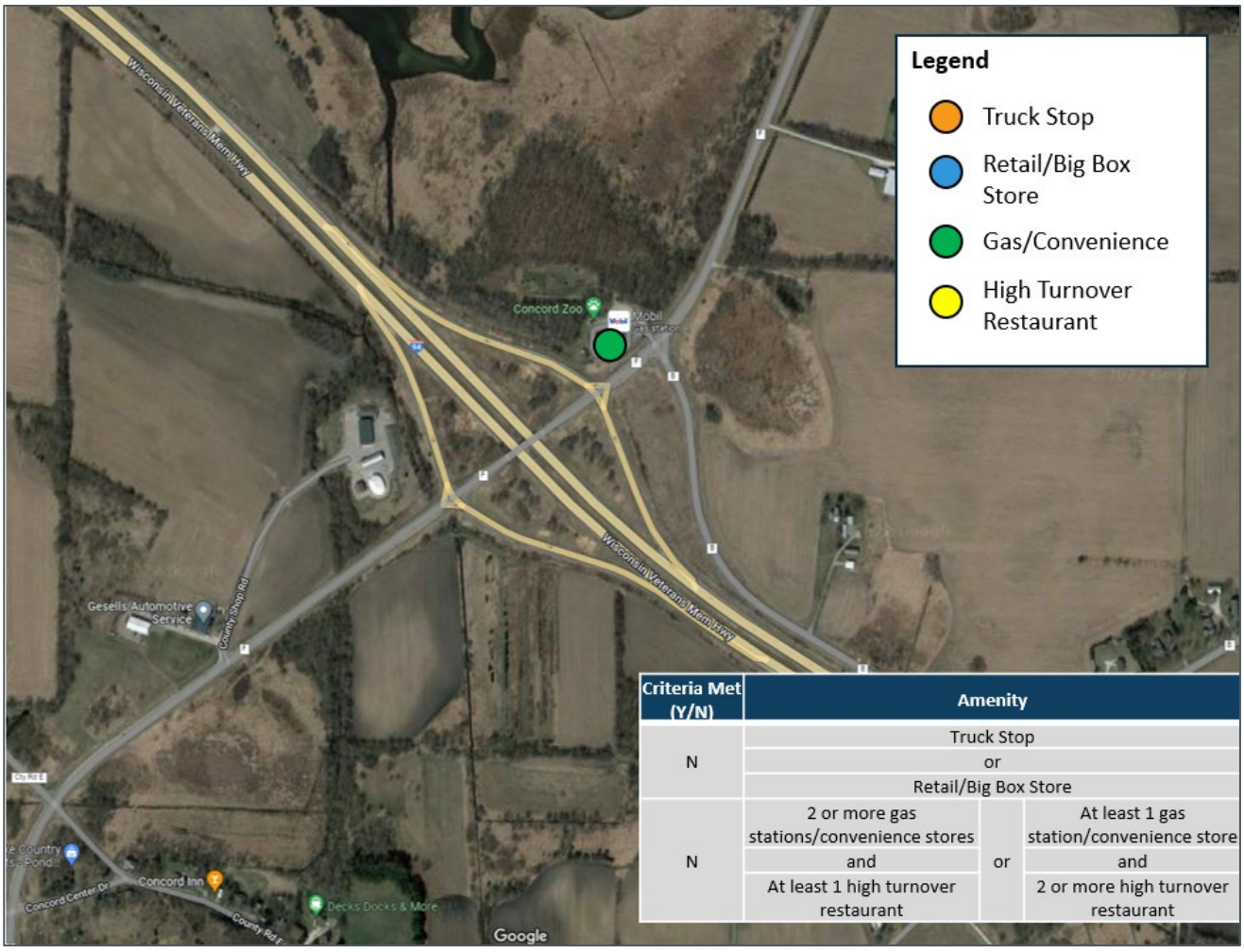
Step 4: After identifying all gap areas not covered by NEVI-compliant EVSE, Wisconsin sought to analyze the number and type of amenities within one-mile driving distance from each "eligible exit" within a gap area. Wisconsin chose this process to be more method-based and quantifiable. The number and types of amenities, such as fueling stations, restaurants, retail locations, and big box stores, were determined. The number of available businesses was used as a proxy to assess the likelihood of 3-phase power availability.

To determine the likelihood of available 3-phase power, Wisconsin's analysis used the following broad assumptions. Wisconsin assumed 3-phase power is available if one of the following is true:

- The exit has a truck stop or a retail/big box store, or
- The exit has at least two gas stations/convenience stores and one high-turnover restaurant or vice versa

Figure 4-6 shows another exit along I-94 within the coverage gap that does not meet the exit evaluation criteria since there is only one gas station/convenience store off the exit.

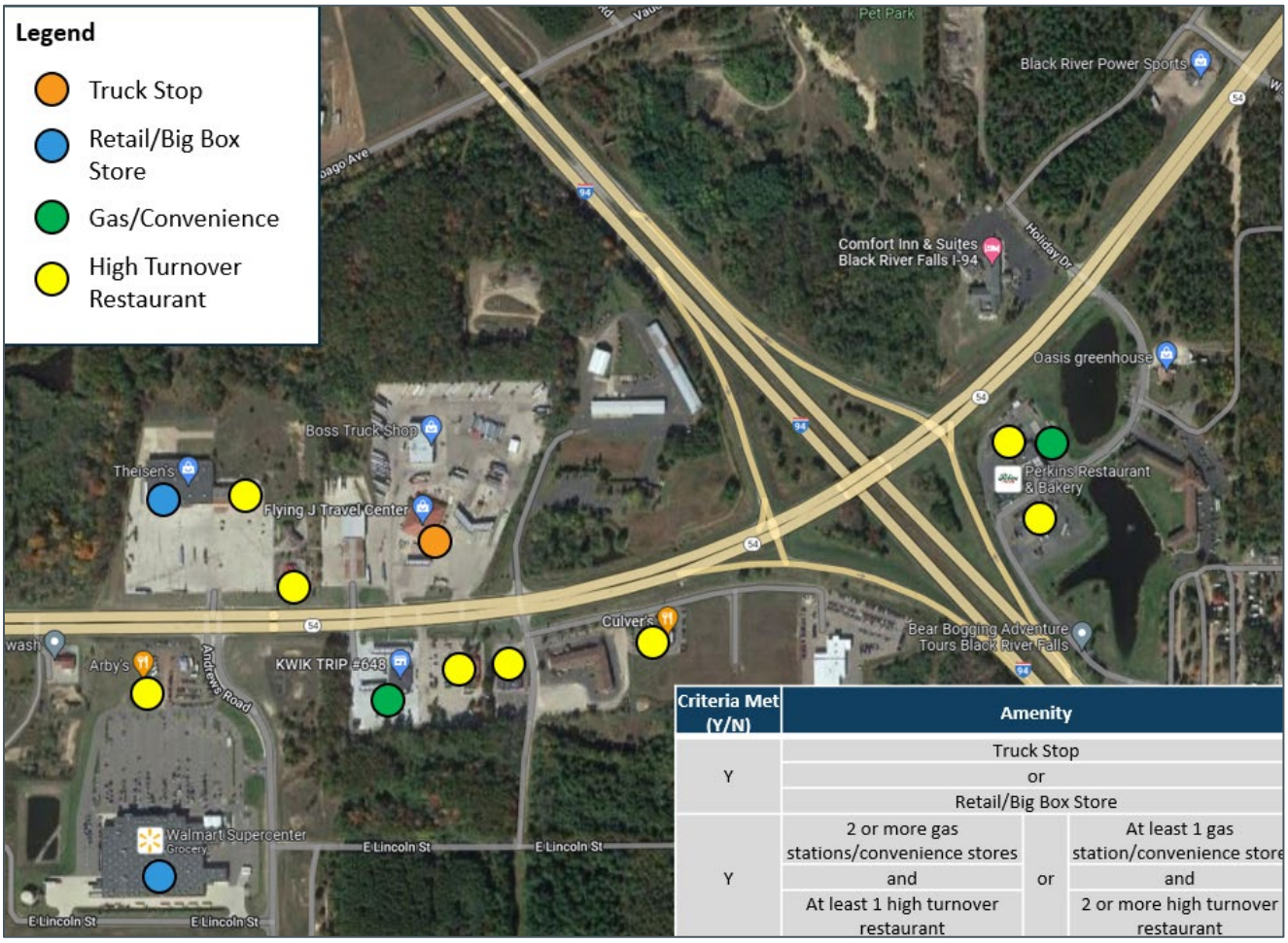
Figure 4-6: Example Exit Not Meeting Wisconsin "Viability" Criteria for Siting NEVI-Compliant EVSE



Criteria Met (Y/N)	Amenity		
N	Truck Stop or Retail/Big Box Store		
N	2 or more gas stations/convenience stores and At least 1 high turnover restaurant	or	At least 1 gas station/convenience store and 2 or more high turnover restaurant

Figure 4-7 shows Exit 116 on I-94 met the exit evaluation criteria regarding amenities and the likelihood of 3-phase power availability with four restaurants, two gas stations/convenience stores, and one truck stop.

Figure 4-7: Example Exit Meeting Wisconsin "Viability" Criteria for Siting NEVI-Compliant EVSE



Criteria Met (Y/N)	Amenity		
Y	Truck Stop		
	or		
	Retail/Big Box Store		
Y	2 or more gas stations/convenience stores	or	At least 1 gas station/convenience store
	and		and
	At least 1 high turnover restaurant		2 or more high turnover restaurant

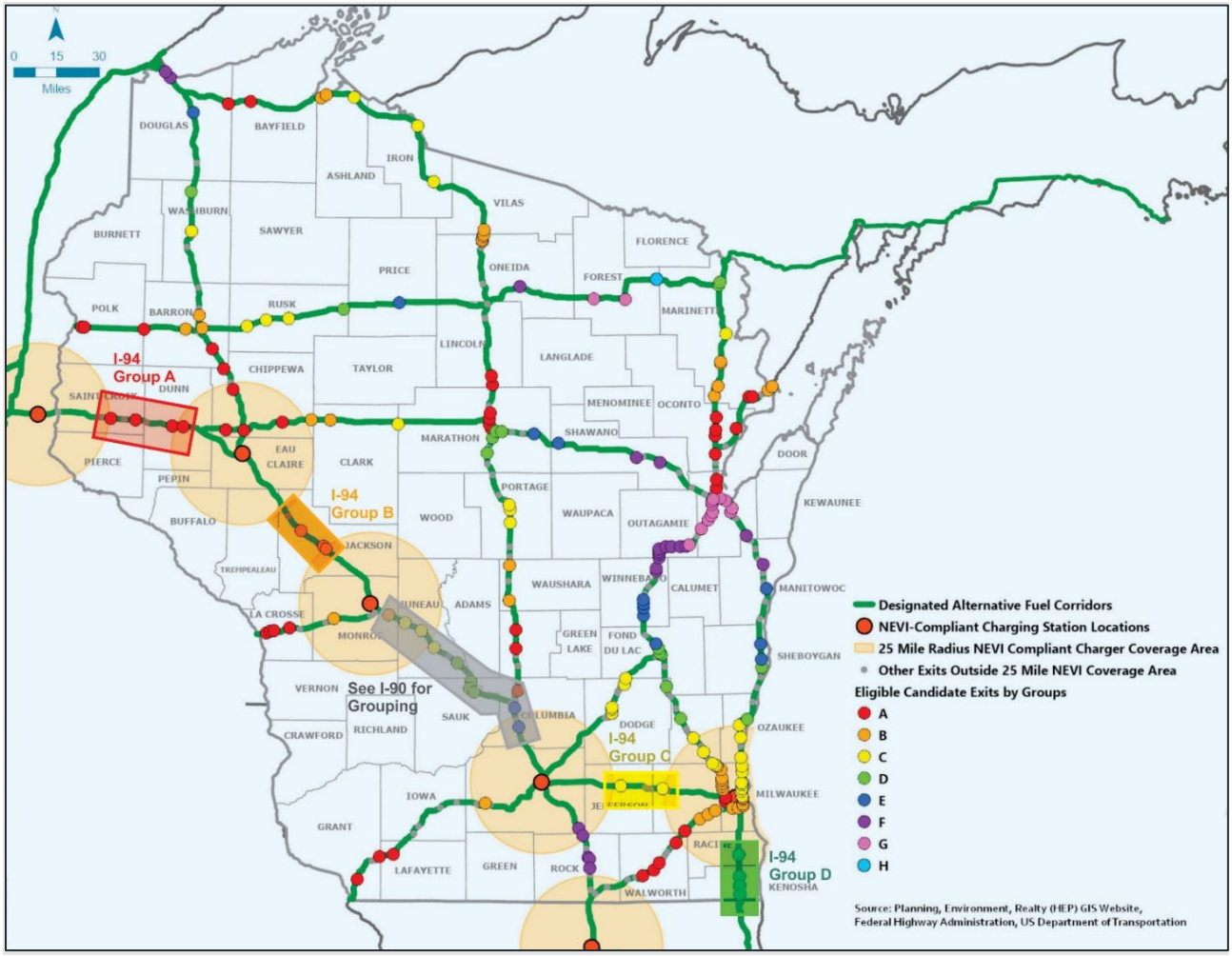
Step 5: A list of all the viable exits along I-94 outside of the existing NEVI-compliant charger coverage areas groups them so that regardless of which exit is chosen in each group, they are no more than 50 miles apart. In other words, only one charging site is proposed per group. Table 4-2 shows all the viable exits identified in the exit evaluation process in four groups labeled A-E. Only one charging site will be installed per group. Rows that are highlighted show the existing NEVI-compliant coverage areas and the mile markers (MMs) along I-94 that they cover.

Table 4-2: Example I-94 Viable Exit Groups

Group	Exit	# of Gas Stations/Conv Stores (none=0, 1=1, >=2=2)	# of Restaurants (none=0, 1=1, >=2=2)	Truck Stop Facilities (Y/N)	Retail Center/Big Box Store (Y/N)
Existing NEVI-Compliant Charger Coverage Area – Woodbury, MN - MM 251 (MN) to MM 17 (WI)					
A	Exit 19: I-94 ALT	2	2	Y	N
	Exit 28: State Rt 128	2	1	Y	N
	Exit 41: N Broadway St	2	2	Y	N
	Exit 45: County Rd B	2	2	Y	N
Existing NEVI-Compliant Charger Coverage Area - Eau Claire - MM 47 to MM 94					
C	Exit 105: WI-95	2	1	Y	N
	Exit 115: U.S.-12	2	2	N	N
	Exit 116: WIS-54	2	2	Y	Y
Existing NEVI-Compliant Charger Coverage Area - Tomah - MM 118 to junction with I-90					
I-90/I-94 Continues to Madison (See exit evaluation for I-90)					
Existing NEVI-Compliant Charger Coverage Area - Madison - MM 114 (I-90) to MM 263 (I-94)					
D	Exit 267: WI-26	2	2	Y	Y
	Exit 282: Summit Ave	2	2	N	Y
Existing NEVI-Compliant Charger Coverage Area - MM 284 to MM 333					
E	Exit 333: Washington Ave	1	2	Y	N
	Exit 340: Burlington Rd	0	1	Y	Y
	Exit 344: 75th St	2	2	N	Y
	Exit 347: 104th St	1	2	N	Y

This list of viable exits on I-94 is visually represented on the map in Figure 4-8, which shows the four groups labeled A-E and the viable exits within each group on the I-94 corridor.

Figure 4-8: Example Coverage Gap Groupings and Viable Exits on I-94

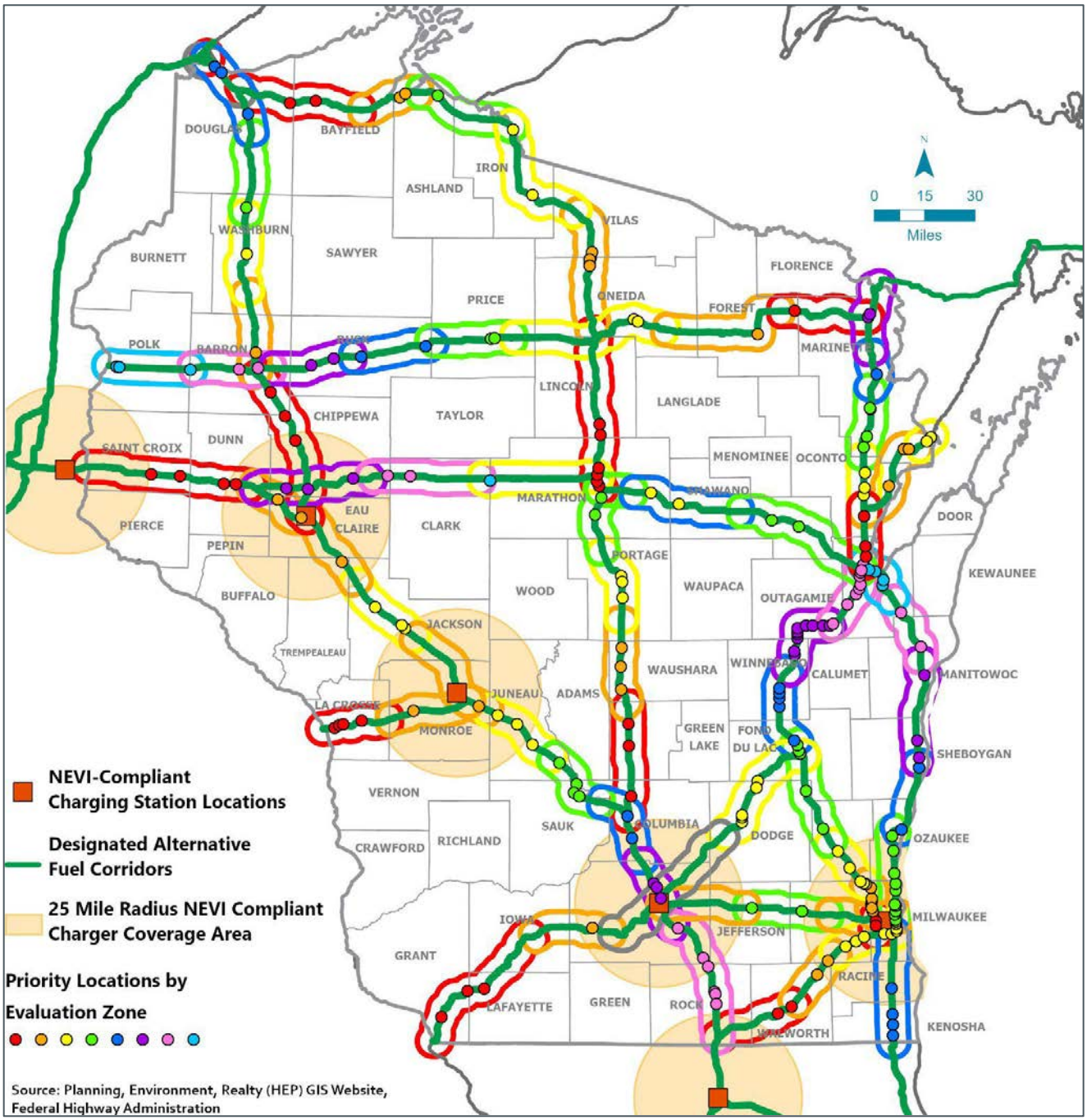


**WisDOT added an additional evaluation group encompassing DeForest and Sun Prairie area in Dane County that is not reflected on this map.*

Step 6: After completing this step-by-step analysis for all designated AFCs, 205 sites were identified as viable. The initial analysis of these 200 viable sites showed that installing 65 charging locations (i.e., the total number of groups) would provide EVSE coverage for all AFCs in Wisconsin. The coverage map representing the entire build-out along all AFCs in Wisconsin is shown in **Figure 4-9.**

The identified 65 charging station locations represent the maximum number of stations that could be required using the 25-mile radius coverage areas and facilitate the least prescriptive process. Wisconsin is evaluating strategies to optimize the procurement groupings by narrowing certain groupings to meet the 50-mile criteria more efficiently and accelerating station deployments across the AFCs. **Appendix A** lists all possible site locations that meet the WEVI siting criteria.

Figure 4-9: Wisconsin Full NEVI-Compliant EV Charging Station Build-Out Coverage Map



4.2.2 Upgrades of Interstates and AFCs to "Corridor Ready" Status

As detailed in the maps and figures above, Wisconsin will need, at most, an additional 65 NEVI-compliant charging locations across all existing federal interstates and FHWA-designated AFCs to reach "corridor ready" and "fully built out" status as certified by FHWA and the U.S. DOT Secretary.

4.2.3 Plans for Increased Capacity and Redundancy on Wisconsin AFCs

As described in **Chapter 1**, two of Wisconsin's four main goals for the use of NEVI Program funds are:

- Establish a network of publicly accessible charging stations on Wisconsin's Interstates, AFCs, and regional routes of significance.
- Equitable integration of electrification across the state, including urban, rural, and suburban areas and historically underserved communities.

Since much of Wisconsin and its highway system are not near NEVI-compliant EVSE, Wisconsin plans to focus on fully building out the state's interstate highways and AFCs. Once the U.S. DOT certifies them as fully build-out, Wisconsin will fill in EVSE gaps along other regional routes and within key equity-based areas. Wisconsin's priorities will not focus on redundancy until EVSE is sufficiently built out in all areas of the state.

4.2.4 EV Freight and Goods Movement Considerations

As described in **Chapter 3**, Wisconsin's Interstate Highways and AFCs support the majority of commercial truck freight and goods movement in the state. As such, Wisconsin will fully build out NEVI-compliant EVSE on the significant commercial freight corridors in the state. While not all locations are likely to be designed to support medium and heavy-duty commercial freight fully, WisDOT considers "pull through" parking as a priority amenity in Round 1 of the WEVI Program, allowing the agency to prioritize and select applicant sites that are designed with "pull through" charging configurations that will support both personal vehicles towing trailers as well as commercial trucks of various sizes. Round 1 of the WEVI Program awarded funds to 13 sites indicating the availability of on-site pull-through space. At the same time, an additional 26 have plans to include pull-through parking.

4.2.5 Public Transportation and Transit Considerations

As described in **Chapter 3,** Wisconsin coordinates and collaborates closely with public transportation providers and transit agencies throughout the state. Wisconsin recognizes that NEVI Program funds are restricted to use for publicly available charging. Public transit agencies face further restrictions due to transit operational needs, safety requirements, and security concerns that may prevent any transit agency EVs from charging at publicly available EVSE stations. However, Wisconsin will seek to identify specific opportunities to site NEVI Program-funded EVSE at locations that can serve the needs of public transit agencies and the public. Wisconsin will continue coordinating with its transit agency partners, MPOs, local communities, and other stakeholders to identify any opportunities that can be included in the "additional Wisconsin EVSE priorities" for the remaining NEVI Program funding phases.

4.2.6 FY24- FY26 EVSE Infrastructure Deployments

As described above, the WEVI Plan focuses on fully building out the state's interstate highways and AFCs. Once the U.S. DOT certifies them as fully build out, WisDOT will fill in EVSE charging gaps along regional routes of significance and key equity-based areas.

4.2.7 State, Regional, and Local Policy

WisDOT continues to collaborate with governmental bodies at the local, regional, state, and neighboring state levels which allows for the effective deployment of EVSE throughout the state. As shown in Chapter 2, WisDOT has maintained communication with communities across the state regarding the WEVI Program through its stakeholder engagement. Wisconsin plans to continue coordinating state, regional, and local policy with related stakeholders on various topics.

4.2.8 Inter-state Coordination

WisDOT is a member of multiple interstate efforts related to electrification. These efforts allow Wisconsin to learn from and coordinate with other states on best practices and participate in thoughtful discussions.

4.2.8.A. AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS (AASHTO)

The American Association of State Highway Transportation Officials (AASHTO) created the EV Practitioner's Working Group in the spring of 2022. A WisDOT representative attends the monthly meetings.[15] This group intends to facilitate discussions between states offer the opportunity to share best practices and act as a sounding board for electrification plans.

4.2.8. B. MID-AMERICAN ASSOCIATION OF STATE TRANSPORTATION OFFICIALS (MAASTO)

The Mid-American Association of State Transportation Officials (MAASTO) Board of Directors established the Electric Vehicle Infrastructure Committee for member states (Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Ohio, and Wisconsin). The group intends to facilitate cooperation in developing EV charging infrastructure strategy, and other state, local, and private EV charging initiatives. One committee goal is to identify opportunities for pooled funds and the implementation of an EV charging network across MAASTO states. Meeting topics include rate structuring and contracting. WisDOT is also a MAASTO Electric Vehicle Committee member and participates on panels with other state NEVI leads.

4.2.8.C. REGIONAL ELECTRIC VEHICLE (REV) MIDWEST COALITION

In September 2021, the Illinois, Indiana, Michigan, Minnesota, and Wisconsin governors signed a memorandum of understanding to form the Regional Electric Vehicle (REV) Midwest Coalition. REV Midwest created a regional framework to accelerate vehicle electrification in the Midwest and provides the foundation for cooperation on fleet electrification along key commercial corridors. REV Midwest hopes to future proof the region's manufacturing, logistics, and transportation leadership. It will position the region to realize additional economic opportunities in clean energy manufacturing and deployment through a coordinated approach to advance electrification informed by industry, academic, and community engagement. The goals of REV Midwest include accelerating medium- and heavy-duty fleet electrification, elevating economic growth and industry leadership, and advancing equity and a clean air environment.

[15] *2022 meeting dates include March 30, April 27, May 25, June 22, July 27, and August 24.*

4.2.8.D. LAKE MICHIGAN CIRCUIT

Illinois, Indiana, Michigan, and Wisconsin have partnered to establish the Lake Michigan Circuit, a network of EVSE around Lake Michigan highlighting tourism locations. The network will decrease range anxiety while promoting ecotourism around the Lake. Wisconsin is coordinating with the state of Michigan to identify EVSE placement opportunities.

4.2.8.E. MIDCONTINENT TRANSPORTATION ELECTRIFICATION COLLABORATIVE (MTEC)

The Midcontinent Transportation Electrification Collaborative (MTEC), facilitated by the Great Plains Institute, comprised of automakers, state governments, electric utilities and cooperatives, EV charging companies, and environmental organizations. In these regular meetings, conversations are facilitated around technologies and current efforts regarding electrification. WisDOT participates in MTEC.

4.2.8.F. GREAT LAKES ZERO EMISSIONS CORRIDOR

In January 2017, WisDOT provided a letter of support for the Great Lakes Zero Emissions Corridor. This letter supported the designation of I-94 by FHWA as an AFC from Port Huron, MI to Moorhead, MN. The efforts officially kicked off in 2016.

4.2.8.G. MIDWEST TRIBAL ENERGY RESOURCES ASSOCIATION (MTERA)

In spring 2022, WisDOT collaborated with the Minnesota Department of Transportation and the Michigan Department of Transportation to facilitate a discussion with the Midwest Tribal Energy Resources Association (MTERA).[16] MTERA is a resource for Tribes across the Midwest who are looking to understand and act on the energy challenges and opportunities unique to their Tribal circumstances and represents Tribal Nations from Wisconsin, Minnesota, and Michigan.

4.2.8.H. NEIGHBORING STATE COLLABORATION

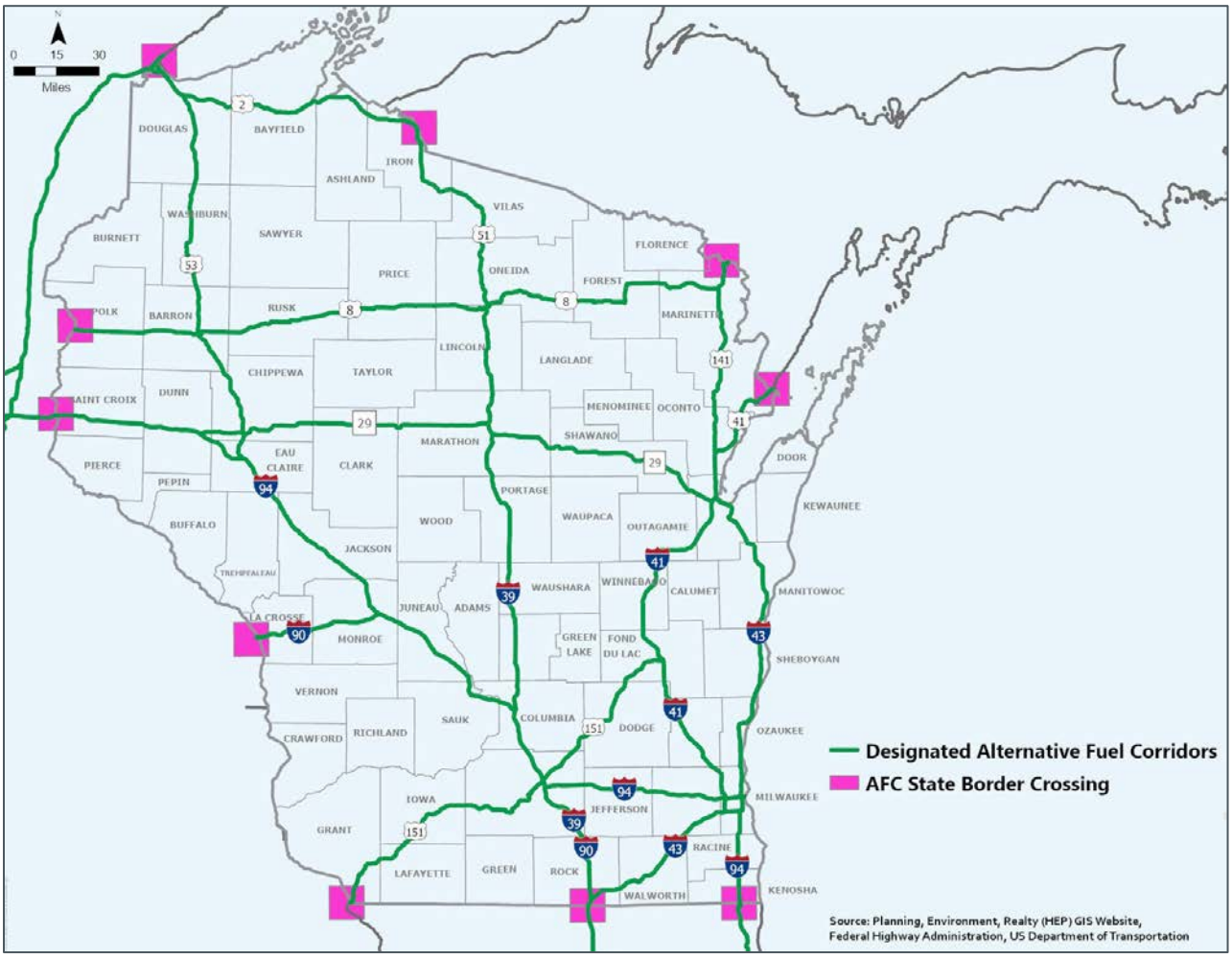
As Wisconsin explores EVSE placement on designated AFCs, staff continue coordinating with colleagues from neighboring states. This collaboration allows for holistic planning across the region on an interconnected network of EVSE.

Also, to attain fully built-out status at every AFC terminus at the Wisconsin border, an existing or proposed NEVI-compliant charger must be within 25 miles of the terminus. This new addition to the Fully Built Out Criteria is from the FHWA NEVI Formula Program Guidance Update (June 2, 2023).

[16] *Membership includes Bad River Band of Lake Superior Chippewa, Fond du Lac Band of Lake Superior Chippewa, Forest County Potawatomi Community, Ho-Chunk Nation, Lac du Flambeau Band of Lake Superior Chippewa, Leech Lake Band of Ojibwe, Little River Band of Ottawa Indians, Mille Lacs Band of Ojibwe, Minnesota Chippewa Tribe, Oneida Nation, Saginaw Chippewa Indian Tribe, Sault Ste. Marie Tribe of Chippewa Indians, St. Croix Chippewa Indians, Stockbridge-Munsee Band of Mohican Indians, White Earth Nation, and Keweenaw Bay Indian Community.*

Figure 4-10 shows Wisconsin's AFCs in relation to the borders of neighboring states.

Figure 4-10: Wisconsin AFCs and AFC State Border Crossings



The following designated Wisconsin AFCs cross the border into neighboring states:

- I-94 crosses near the city of Kenosha/Paddock Lake into Illinois
- I-90 crosses the city of Beloit into Illinois
- I-94 crosses the city of Hudson into Minnesota

The following designated Wisconsin AFCs end at the border of neighboring states:

- U.S. 2 / U.S. 51 stop near the city of Hurley at the Michigan border
- U.S. 141 / U.S. 8 stops near the city of Niagara at the Michigan border
- U.S. 8 stops at the Minnesota border
- U.S. 41 stops near the city of Marinette at the Michigan border
- I-90 stops near the city of La Crosse
- U.S. 151 stops at the border of the city of Dubuque, Iowa
- I-535 stops at the Minnesota border

4.2.9 WisDOT Interactive Web Tools

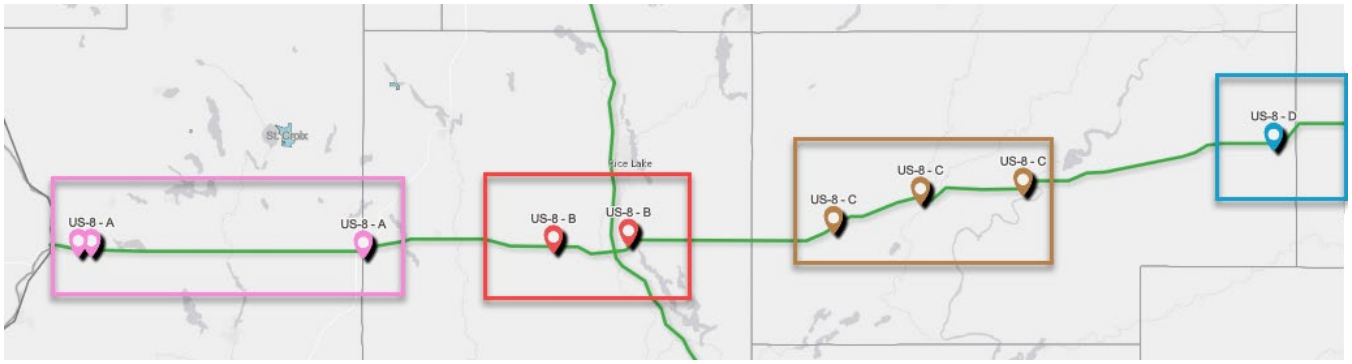
4.2.9.A. WISDOT SITE CANDIDATE INTERACTIVE WEB TOOL

WisDOT has developed an interactive website to illustrate the WEVI Plan and potential locations for the construction of EVSE under the requirements of the NEVI Program. It is anticipated that municipalities, utilities, and potential site hosts will use this interactive web tool. The interactive web tool can be accessed at the following web address:

https://experience.arcgis.com/experience/8405604ccc034f7c8c4e95e6776951a7/.

The website map presents 1,987 miles of AFCs in Wisconsin, and those corridors are identified in bold green lines. Each corridor contains a series of colored pins representing a potential charging station site. The colors identify the different corridor groups from which one charging station location can be chosen.

Figure 4-11: Interactive Web Tool Corridor Groupings and Potential Charging Station Example



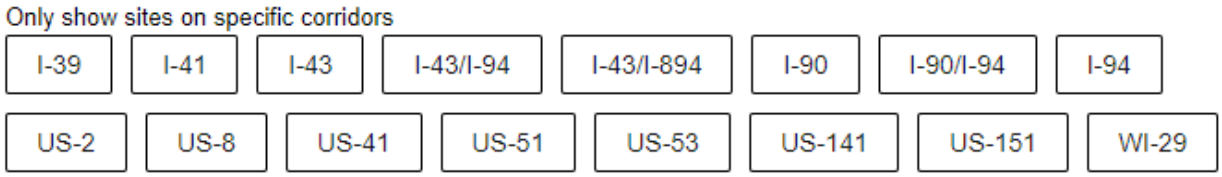
Using the Map Tools:

- The "+" and "-" icons at the upper left of the map zoom in and out of the map. By placing your cursor on a specific map area, you can use your mouse scroll wheel to zoom in and out on the chosen area.
- Clicking on the magnifying glass icon at the upper right-hand corner of the map allows you to search for a specific address, city, town, or village by entering the information in the box that appears when you click the icon.
- You may show or hide various map layers by clicking the layers icon located directly below the magnifying glass icon at the upper right-hand corner of the map. Clicking on the layers icon provides a drop-down menu that allows you to overlay multiple elements on the map and control which ones are seen at any given time. Click the icon to the left of each element in the drop-down menu to turn the setting on and off.

Using Map Filters:

- At the bottom of the map screen are 16 buttons, each labeled with a specific AFC corridor in Wisconsin. Clicking on any of the buttons displays only that corridor's potential charging sites to be displayed on the map. You can click on any number of corridor buttons to display them on the map.

Figure 4-12: Interactive Web Tool Corridor Groupings Selection



- Each potential charging station location can be selected by clicking on the colored pin for that location. Information about the location will appear in the map's display panel to the right. The website will not allow you to choose other exits or interchanges without a pin.
    - The pin locations represent the exits and interchanges where a coverage gap exists, and the electrical power necessary to support the required number of DC fast chargers has been confirmed.
- You can submit feedback to WisDOT by placing your cursor over the prompt "Submit Feedback About" below the location information and clicking on the prompt. This will take you to the "WEVI Survey" page. The survey automatically displays the corridor you chose to comment upon or ask a question and the exit or interchange associated with that site.
    - You must provide your home zip code and the date you are submitting your comment in the spaces provided.
    - The survey requests your email address, but this is optional. You are not required to submit your email address. You may provide an email address if you want to receive a response from WisDOT about your comment or an answer to your question.
    - The survey automatically inserts today's date, but you can choose another date by clicking on the calendar icon next to the date provided.
    - Space is provided for you to share a comment or question. Once you have entered your comment or question, click on the green "Submit" button at the bottom of the survey.
    - You can submit feedback for as many locations as you would like.

4.2.9.B. WEVI EVALUATION ZONES AND PRIORITY LOCATIONS ONLINE MAPPING TOOL

This map can identify areas within a mile travel distance of the AFC interchange and identify the power provider. Prospective applicants can zoom into each priority exit location to see more detailed information, such as the one-mile driving distance polygons, to ensure that proposed project sites are within the federal NEVI distance requirements. The WEVI Evaluation Zones and Priority Locations Online Mapping Tool can be accessed at the following web address: https://experience.arcgis.com/experience/b2cde3b7e4484e8eb8fbc393c27fddbd/.

Using the Tool:

- On the left-hand side, users can select a designated EV AFC to focus on. To see all highways, deselect the specific highway.
- The Map Layers element shows different portions on the map that can be toggled on and off. Hovering over the layer and clicking the eye icon will turn the element on or off. The three dots next to the eye can be selected to see more details.

  - Different layers and labels will appear as you zoom in, so if you do not see something you're looking for, try zooming in or out on the map. For example, you must zoom in to see the one-mile travel distance polygons.

- Scrolling to the bottom of the left pane allows users to download and view the data sources.
- Users can look at the right pane to identify different map elements.

4.3 Infrastructure Deployment Next Steps

The steps in Section 4.2.1 provide Wisconsin's preliminary analysis to identify "approximate locations" for this initial version of the WEVI Plan, but further planning and coordination remain. For example, further analysis can aid in the selection process to prioritize the best-suited sites by evaluating sites based on factors such as equity, proximity to other DCFCs, tourism, freight, transit routes, AADT, EV adoption, and more. In addition, Wisconsin and WEVI Program applicants can further coordinate with local utilities for each of the viable exits to verify 3-phase power and available capacity.

To further the deployment planning detailed in the maps and figures above and to aid in the creation of the WEVI competitive procurement process, Wisconsin has and anticipates conducting the following additional steps for future rounds of procurement:

1. Coordinate further with utilities on power availability
2. Review and incorporate updates from the U.S. DOT NEVI Program Final Rule (23 CFR 680)
3. Refine and update site prioritization criteria based on feedback from utilities, the public, and U.S. DOT
4. Review all eligible exits and interchanges based on updated criteria, considerations, and coverage gaps
5. Update the list of priority exits and interchanges based on the above
6. Update the WEVI competitive grant process based on lessons learned and necessary changes from Round 1 of the WEVI Program

It is important to note that Wisconsin does not intend to proscribe or restrict final EVSE locations to those identified in this preliminary process. As detailed in Chapter 5, Wisconsin has created a contracting process for eligible applicants to determine their preferred EVSE sites based on local market conditions and to apply for their chosen sites through WisDOT's process. Wisconsin has and will continue to select locations that meet all NEVI Program minimum requirements in future procurements, as well as likely evaluate applicants based on objective criteria such as the EVSE location's ability to provide maximum gap coverage, site readiness, available utility power, proximity of other available amenities, and cost. At this time, Wisconsin does not intend to restrict its procurement process solely to exits deemed viable in this WEVI Plan; instead, it will allow applicants to propose alternatives and exemptions where necessary.

For this WEVI Plan, Wisconsin considers all existing EVSE along identified gap segments meeting the NEVI Program distance requirements from the Interstates and AFCs "eligible for upgrade." Site hosts, owners and operators of existing EVSE that meet the NEVI Program driving distance requirements will be encouraged to apply for funding through WisDOT's future NEVI process.

4.3.1 Planning Towards a Fully Built Out Determination

As demonstrated in **Table 4-4**, WisDOT believes that the 53 sites awarded through the Round 1 WEVI RFP are sufficient to fully build out the EV AFC system throughout Wisconsin. All of these stations are slated to be in operation by 2027, while the first will be operational by the end of 2024 and most of the Round 1 project locations will be operational by the end of 2025.

Table 4-3: Fully Built Out Status Update

What is the maximum number of stations still needed to achieve Fully Built Out status (based on the State's EV AFCs as of this update's submission)?	65
Provide the estimated month/year to achieve Fully Built Out Status:	2027

4.3.2 EV Charging Infrastructure Deployment After Build Out

Following the verification that Wisconsin's EV AFCs have achieved Fully Built Out Status, WisDOT will use its remaining NEVI funds to equip other areas of the state with EV charging infrastructure. These potential focus areas could include but are not limited to:

- Disadvantaged communities
- Areas of high demand and charging on significant routes to support intercity travel
- Increasing community access
- Tourism and destination charging
- Current infrastructure gaps
- Medium-and-heavy duty vehicle electrification
- Other additional charging needs

5 PROGRAM MANAGEMENT, CONTRACTING, AND IMPLEMENTATION

This section details Wisconsin's plans for contracting with private entities, including plans for the participation of small businesses and local industries while ensuring an open, fair, and competitive process that provides a broad opportunity for applicants to compete for NEVI awards. This section also describes how Wisconsin's contracting strategy ensures that EVSE is delivered in a manner that leads to efficient and effective deployment consistent with the program's goals. The section further details compliance with applicable federal requirements, including 23 CFR 680. This chapter's WEVI Plan implementation section also discusses Wisconsin's implementation strategy for ensuring entities contracted for NEVI-funded stations achieve efficient delivery of ongoing O&M as required by federal rules and state goals.

5.1 Round 1 Procurement

On January 2, 2024, WisDOT released its Round 1 WEVI RFP. Following this, WisDOT made the proposal packet available to interested applicants on January 12, 2024. These documents can be found on the Electrification of Wisconsin webpage.

Proposal packet submissions were accepted through April 1, 2024, at 5:00 p.m. Central Time. Applications submitted following this deadline were not considered. WisDOT received over 260 applications from 25 unique proposers, most of which were submitted by traditional fuel retailers. Many proposals were also received from hotels, big box stores, and restaurants. Of the 264 applications received, 235 were deemed eligible to move on to Step 2 of the application review following the Step 1 compliance check, which ensured compliance with federal requirements and addressed environmental concerns. After the Step 2 review of these applications and Step 3 additional considerations when needed, WisDOT announced 53 conditional awards to 13 proposers on May 23, 2024. More details on the review process can be seen in **Section 5.3.2**. WisDOT continues to engage with awarded proposers through weekly check-in meetings to receive updates on project status. Through July 2024, WisDOT has held 37 separate meetings with 11 of the awarded proposers.

To provide additional information on the RFP, WisDOT hosted an Informational Public Webinar and offered two comment periods to prospective applicants, where technical questions would be answered in a public Questions and Answers (Q&A) document. More information on these comment periods, the Q&A document, and the webinar can be found in **Chapter 2** and the Electrification of Wisconsin webpage.

5.1.1 Program Management

Wisconsin has developed its approach to the NEVI Program in compliance with federal guidance and 23 CFR 680. Wisconsin will focus its initial efforts on Interstate Highways and designated AFCs to achieve full NEVI compliance. Wisconsin has been and will continue to seek contracts with private sector, third party site hosts, owners, and operators. WisDOT's contracting method complies with federal procurement statutes (23 CFR, 2 CFR 200, etc.), NEVI Formula Program final rules (23 CFR 680) requirements, and Wisconsin state laws. Wisconsin is not proposing to deploy charging stations on WisDOT property. It will not own or operate charging stations, but site selection may be on private or public land. Participation will be open to all eligible vendors and business model types. Applicants must demonstrate how their proposal best meets the NEVI Program requirements and the WEVI Plan goals.

Wisconsin's initial NEVI Program is a reimbursement program that allows for the reimbursement of actual expenditures incurred by the project sponsor during the project's development. Project sponsors will be responsible for any project cost coverage beyond the maximum federal award and must provide the minimum non-federal matching funds. The contractual terms with the private vendors will include all federal statutory procurement requirements, NEVI Formula Program rules (23 CFR 680), and state requirements to ensure performance and monitoring of EVSE operations and compliance.

The initial 2022 WEVI Plan focused on program policy and development goals, with the 2023 Plan update diving deeper into these topics. As lessons learned and best practices from contracting, deployment, and implementation are identified and the program moves forward, they will be incorporated into future WEVI Plan updates.

5.1.1.A. RFP PROGRAM MANAGEMENT

Representatives from WisDOT divisions participated in the Round 1 WEVI RFP development and award process. Table 5-1 below highlights these responsibilities.

Table 5-1: RFP Program Management Responsibilities by Division

Division	Responsibilities
Division of Budget and Strategic Initiatives	• RFP Development • Application Packet Development • Contracting Process Development • Application Content Review
Division of Transportation Investment Management	• STIP/TIP Coordination
Division of Transportation Systems Development	• National Environmental Policy Act (NEPA) Coordination • Labor Compliance
Division of Business Management	• PRO-504 • Processing Program Reimbursements
Office of General Counsel	• Contract Development • Program Documentation Review

5.1.2 WisDOT NEVI Program Contracting Strategies and Objectives

Wisconsin has created a NEVI Contracting Program that will provide funding for the deployment of EVSE. A competitive process has been established to advertise the opportunity with industry, select preferred entities, and enter contractual agreements with awarded vendors to install and maintain NEVI-compliant EV charging stations. The process will facilitate private sector innovation and flexibility while not being overly prescriptive on siting requirements.

Wisconsin thoroughly reviewed statutory requirements to identify the appropriate contracting strategies and objectives for the NEVI Program. Wisconsin will continually analyze existing and proposed state statutes and federal laws, rules, and regulations to ensure the program's legal and regulatory compliance. While Wisconsin continues developing the final details around the contracting approach in coordination with Round 1 awardees, Table 5-2 identifies the core contracting objectives WisDOT addresses.

Table 5-2: WEVI Program Contracting Objectives

Objective	Description
Market-Driven	Wisconsin has sought input from private industry to develop a program that has attracted private investment, is flexible, has a minimal siting prescription, and has a balanced risk allocation and commercial terms.
Inclusive Approach	Eligibility is intended to be broad enough to accommodate multiple business models, including local and small businesses.
Minimum Requirements	Rigorous compliance check strategies were developed to ensure that site proposals, specifically charging hardware, would meet minimum program requirements.
Evaluation Criteria	Scoring criteria developed for the WEVI Program focused on streamlining the evaluation process into four core components, ensuring that selected applicants sufficiently demonstrate how they will meet the program's federal requirements and state goals, while allowing for a quicker review and ease of understanding for proposers
Financial Competitiveness	Scoring methods were developed to include a financial component in the scoring. In Round 1 of the WEVI Program, the financial component contributed 25% to the overall score, emphasizing a lower cost per port and higher cost match from the proposer.
Maximize Coverage	Final locations were determined to efficiently build out Wisconsin's AFC system while meeting the minimum NEVI Program location requirements.
Ensure Compliance	Operational, performance, and monitoring requirements are being developed and incorporated into WEVI contracts to comply with the NEVI Program's rules and requirements.

5.2 Round 1 Procurement Lessons Learned

Through Round 1 of the WEVI Program, WisDOT not only gained a further understanding of the procurement process but also took information from other states to outline its procurement methods. Due to high interest, the Round 1 WEVI RFP received many proposals. In the future, Wisconsin will continue to anticipate this high level of interest in the WEVI Program, especially as it moves toward discretionary funding.

To receive a high number of quality submissions, potential proposers must be informed of proposal expectations and eligible and ineligible costs early in the process. Through the two comment periods, informational webinar, and Q&A document, WisDOT ensured maximum communication of these items and will continue to do so. In the proposal itself, WisDOT clearly emphasized the scored components of each proposal and created an evaluation process to reflect the RFP document.

WisDOT focused on immediate communication with selected awardees after awardee selection, hosting a kick-off webinar within two weeks of the public award announcement. Similarly, contract development with selected awardees began directly following their confirmation of proceeding, ensuring that WisDOT and the awardee were on the same page regarding the chosen project. This will be an essential tactic to follow in future rounds of the WEVI Program.

Moving ahead with other processes such as NEPA, coordinating with MPO and RPCs, and obtaining documentation for project sites with an expedited start date allowed WisDOT to move quickly on project development. Following this method and preparing beforehand will allow Wisconsin to accelerate this phase similarly in future rounds of procurement.

As the WEVI Program moves toward discretionary funding, WisDOT will continue to work with utilities on the process and expectations during each procurement round, especially as grid capacity and demand charging may become more concerning.

5.3 Status of Contracting Process

Based on the strategies and objectives described above, the WisDOT WEVI contracting process spans the spectrum from initial planning activities to program release, competitive project evaluation, conditional award agreements, executing final contracts with awarded vendors, and five-year NEVI Formula Program (23 CFR 680.106(i)) requirements for continued operations, maintenance and reporting duties of the contracted vendors.

WisDOT's WEVI contracting processes will:

- Establish the methods to select specific site hosts, and the contract will define the responsibilities and terms that must be performed over the contract's life.
- Focus its first phase of activities on achieving NEVI Formula Program fully built out requirements of all Wisconsin Interstates and AFCs per NEVI Formula Guidance released June 2, 2023 and June 11, 2024.

As additional NEVI Program funding becomes available annually, Wisconsin will replicate the contracting process as additional sites are deployed. Once fully built-out certification is attained from USDOT, WisDOT will use any remaining NEVI funds to build out publicly accessible EV charging stations along other significant travel corridors throughout Wisconsin.

The following list of activities illustrates the complete project lifecycle for planning, implementing, operating, maintaining, and managing EVSE.

Table 5-3: WEVI Program Contracting Process Categories and Activities

Process Category	Activities
Program Development	Outreach, coordination, prioritization, procurement terms and documents.
Contracting Process	Prequalification, RFP, evaluation, selection, contracting.
Pre-construction	NEPA clearances, FHWA authorization, and final site plan approval.
Construct/Install EVSE	Construction oversight, compliance inspection, certification, and testing.
Reimbursement	Eligible cost reimbursements and accounting of non-federal match costs.
Operations & Maintenance	Awarded vendor operates and maintains the station at 97% uptime per 23 CFR 680.116.
Contract Administration	Monitoring and enforcement of contract provisions.
Evaluation and Reporting	Performance assessment, reporting, WEVI Plan annual updates.

The WEVI Program contracting process objectives establish Wisconsin's methods for encouraging broad business participation.

Wisconsin's final contracting process complies with federal statutes, state laws, NEVI final rules (23 CFR 680), and WEVI program goals. These interlocking requirements were embedded in the solicitation and submittal material requirements, contracting evaluation, and award processes. In addition, compliance will be incorporated into the program and site host contractual agreements and enforced through reviews, inspections, and reporting throughout the project performance period. The final contract will include all provisions required from the NEVI Program and comply with federal and state laws. Additionally, the contract will consist of performance requirements and non-compliance regimes to meet NEVI Program operational targets. Wisconsin will facilitate and encourage local contractors to engage local communities through educational outreach, transparent pricing, workforce development initiatives, electrician trade groups, and high-performance standards. These implementation process results will be reported in future annual WEVI Plan updates.

As described in **Section 5.1**, details on the status of the Round 1 WEVI procurement process can be found in Table 5-4.

Table 5-4: Status of Contracting Process

Round of Contracting	Number of Proposals or Applications Received	Contract Type	Date Solicitation Released	Date Solicitation Closed	Date of Award
Round 1	264	SEP-14	January 2, 2024	April 1, 2024	May 23, 2024

5.3.1 SEP-14 Waiver

WisDOT submitted a Special Experimental Project No. 14 (SEP-14) waiver request to FHWA in October 2023 to use the PRO-504 contracting method rather than the design-bid-build requirements outlaid in Wis. Sta. s. 84.06 for highway construction. Under PRO-504, WisDOT has the authorization to administer the WEVI Program as a competitive grant and to establish an appropriate internal procedure for those grants. While the process requires approval from the Wisconsin Department of Administration (DOA), WisDOT is responsible for the complete administration of the WEVI Program.

All contractual program elements and contract agreements with NEVI-funded proposers will comply with all federal laws involving FHWA funding for highway construction projects, as indicated in **Table 5-6**.

5.3.2 Scoring Methodologies Utilized

As described above, WisDOT has completed and released the final contracting process for the first round of the WEVI Program. WisDOT developed scoring methodologies to ensure an open, fair, and transparent competitive evaluation process.

WisDOT's contracting evaluation methodologies seek to ensure that proposed projects are compliant with all laws and program requirements, meet NEVI and WEVI program objectives, and will help build a convenient, affordable, reliable, and equitable national network of EV chargers throughout Wisconsin. Step 1 of the evaluation process requires proposers to complete a checklist affirming that the project and site will comply with requirements set forth by 23 CFR 680, applicable federal laws, and terms and conditions of PRO-504. If the proposer cannot certify compliance with the mandatory minimum requirements, the proposal will not be considered beyond this step.

To achieve all NEVI and WEVI Program goals and objectives, WisDOT's contracting evaluation methodologies from Step 2 of the Round 1 WEVI RFP are shown below in the scoring matrix outlined in **Table 5-5.** Each proposal was assessed by WisDOT staff, with equal weighting to the four core evaluation category components: Cost Proposal, Site Location, Justice40 and Community Engagement, and Site Amenities.

Table 5-5: WEVI Program Round 1 Scored Components

Category	Total Possible Points	Points	Scoring Criteria
Cost Proposal (included in a templated budget form)	25	10	Overall cost – broken down into EV charging gap evaluation zones (1) • *Scale between target areas (ex. highest cost receives 0 points, lowest receives 10 points)*
		10	Cost per port (10) • *Scale between target areas (ex. highest cost per port receives 0 points, lowest receives 10 points)*
		5	Proposal exceeds 20% match (up to 5 points) • 20% (0) • 21-25% (1) • 26-30% (2) • 31-35% (3) • 35-40% (4) • >40% (5)
Site Location	25	25	Priority site location, within identified groupings in EV charging gaps
		15	Non-priority site location, but within identified groupings
		0	Site location is not a priority site location and not located within an identified grouping
Justice40 and Community Engagement	25	5	Labor/workforce or economic development considerations
		10	Site location benefits or located in a disadvantaged community (DAC)/Tribal community
		10	Plans for public engagement
Priority Amenities	25	5 = Amenity at site 2 = Plans for Development 0 = Not available	• 24/7 bathroom accessibility • Food/beverage availability • Sufficient lighting covering the EVSE • Business hours of site is 24/7 (2 points if open for 18+ hours) • Pull-through space

If the criteria in Step 2 were insufficient in determining an awardee, WisDOT used Step 3: Additional Considerations to determine awardees if multiple grant proposals in a given coverage area tie or are close in score following Step 2. WisDOT utilized the following components outlined in the applicant's proposal when making final funding determinations:

1. Long-term stewardship plans.
2. Safety – physical security and cybersecurity.
3. Project team experience and qualifications.
4. Approach for workforce development (not an eligible reimbursable project expense)
5. Impact of the site on economic development in the surrounding area.
6. Inclusion of additional DCFC ports (beyond the minimum required four) that are compatible with the North American charging standard (NACS).
7. Inclusion of additional amenities – including but not limited to:
    - Overhead canopy
    - 24/7 customer service/staff availability
    - Micromobility access (not an eligible expense under the program)
    - Free Wi-Fi access
    - Outdoor seating amenities: picnic tables/bench
    - Walking paths/animal-accessible green space
    - Availability of public transportation
    - Availability of on-site entertainment
    - Additional sites/power output than mandatory requirements (could affect cost)
8. Inclusion of future level 1/level 2 chargers (if applicable) and pre-existing charging infrastructure
9. Proposals that may help WisDOT minimize the number of NEVI stations needed to meet federal fully built-out requirements.
10. Proposals that may help WisDOT maximize the equidistant spacing of NEVI stations to meet federal fully built-out requirements.

5.3.3 Contingent Awarded Contracts

To date, WisDOT has conditionally issued 53 NEVI Formula Funding awards through the WEVI Program. WisDOT is working to complete the first steps in the WEVI Program contracting process with awarded applicants. A list of the conditional awards from Round 1 of the WEVI Program can be found in **Appendix B**.

5.4 Plan for Compliance with Federal Requirements

Wisconsin is fully committed to meeting all federal requirements for receiving federal funds, complying with the Bipartisan Infrastructure Law (BIL), and satisfying all the requirements of 23 CFR 680. Wisconsin is evaluating and incorporating the National Electric Vehicle Infrastructure Formula Program Guidance, NEVI Formula Program Q&A and 23 CFR 680, so Wisconsin's program will be fully compliant. Its contracts will incorporate the minimum standards and requirements for implementing the NEVI Program. Program applicants will be required to abide by all state and federal requirements throughout the life of the WEVI program. **Table 5-6** details federal, state, and NEVI program requirements.

Table 5-6: Plan for WEVI Program Federal, State, and NEVI Rule Compliance

Compliance Category	Plan for Compliance
Federal Law Compliance • 23 U.S.C. • 2 CFR 200 • FHWA-1273 • Buy America and Build America • Davis Bacon Federal Wage Rate • Americans with Disabilities Act (ADA) • Title VI of the Civil Rights Act of 1964 • Title VIII of the Civil Rights Act of 1968 • The Uniform Relocation Assistance and Real Property Acquisition Act • National Environmental Policy Act (NEPA)	WisDOT will ensure all contractual program elements and final award agreements with NEVI-funded vendors comply with all federal laws involving FHWA funding for highway construction projects. WisDOT's planning, program management, environmental, right-of-way, legal, and administrative staff are contributing expertise in developing and reviewing the NEVI program contractual development process and related documents to ensure compliance with all applicable federal statutes. Furthermore, FHWA-WI staff will be consulted throughout the development of the contractual process to ensure compliance at each stage of program development, contracting, design, construction, operations, maintenance, invoicing, and performance period reporting.
NEVI Program Rules • 23 CFR 680	WisDOT's contracting process is being developed in full compliance with 23 CFR 680 and structuring all aspects of the final NEVI Rules in the required submission materials, evaluation process, final awardee contracts, and each phase of the implementation and reporting processes for vendors.
Wisconsin Laws • Compliance with applicable Wisconsin Statutes and Administrative Transportation codes	WisDOT's WEVI contracting process is being developed to comply with all applicable Wisconsin procurement statutes to evaluate proposals based on competitive methods, with awardees required to maintain projects under final WEVI program contractual terms.
WEVI Program Requirements • Physical Safety Requirements • Electrical Safety Requirements • Fire Safety Requirements • Cybersecurity Requirements	WisDOT is developing additional WEVI Program Requirements supplementing 23 CFR 680. These Program Requirements are being developed to ensure projects are designed to provide precise safety specifications for EVSE charging stations awarded WEVI Program funding.

Wisconsin understands that NEVI Program funds must comply with existing state laws and agency rules as well as with existing federal laws and U.S. DOT rules. WisDOT's Division of Budget and Strategic Initiatives (DBSI) has completed an analysis of how Wisconsin state statutes and administrative rules could impact EVSE deployment. This research identified federal and state statutory barriers to contracting and commercial activities along highways, rest areas, and public right-of-way. As discussed earlier, a significant barrier identified was the Wisconsin utility regulation restricting the ability for non-utility entities to sell electricity by the kilowatt hour ($/kWh) as required of EV charging station operators by NEVI Program rules (23 CFR 680.116(a)1). With the signing of Senate Bills 791 and 792 by Governor Evers on March 20, 2024, WisDOT can create a contracting program requiring EV charging station operators to display and base fees in $/kWh and fully comply with NEVI Formula Program rules.

Through the Round 1 RFP review process, WisDOT only reviewed submitted applications that complied with Federal and State laws and the NEVI Final Rule. Through the contracting process, WisDOT ensures that final site designs are ADA-compliant and that labor for the Round 1 WEVI sites remains compliant with the Davis-Bacon Act.

5.5 WEVI Plan Implementation

As described in **Chapter 1**, the electrification objectives related to implementation include:

- **Connectivity**: Develop a robust, interconnected EV charging network that reduces range anxiety and meets the state's growing charging needs.
- **Safety:** Employ robust safety standards that ensure all funded infrastructure is safe and reliable for travelers in Wisconsin.
- **Accountability:** Establish performance monitoring and data analytics practices to inform and improve operations and investment.

As described above, WisDOT created a competitive WEVI program contracting process to award NEVI funding. Ultimately, WisDOT will ensure that the highest connectivity, safety, and accountability levels are attained through executed contract agreements with vendors. The prime mechanism to achieve these objectives has been executing a robust contract with each party awarded NEVI Program funding, containing applicable federal laws, 23 CFR 680 requirements, and Wisconsin terms and conditions as detailed in **Table 5-7.**

Table 5-7: WEVI Program Federal, NEVI Program, and State Laws Compliance Approach

Category	Federal Statutes	NEVI Program Rules (23 CFR 680)	Wisconsin Statutes	WEVI Program Requirements
Submission Phase	Applicants required to comply with 23 CFR, 2 CFR 200, and other statutes	Applicants required to comply with 23 CFR 680	Applicants required to comply with Wisconsin law	Applicants encouraged to incorporate WEVI program priorities
Evaluation Phase	WisDOT will follow federal law in review and scoring	WisDOT will follow 23 CFR 680 in review and scoring	WisDOT will follow Wisconsin law in review and scoring	WisDOT will follow WEVI Priorities in review and scoring
Awardee Contracting	Federal statute flow down, incorporated by reference	23 CFR 680 flow down, incorporated by reference	Wisconsin law flow down, incorporated by reference	WisDOT WEVI priorities, incorporated by reference
EVSE Construction	Awardees are required to follow federal law	Awardees are required to follow 23 CFR 680	Awardees are required to follow Wisconsin law	Awardees are encouraged to incorporate WEVI program priorities
O&M Period	Awardees are required to maintain federal law compliance and reporting for five years	Awardees are required to maintain 23 CFR 680 compliance and reporting for five years	Awardees are required to maintain Wisconsin law compliance and reporting for five years	Awardees are required to maintain WEVI program compliance and reporting for five years

Wisconsin will ensure these contracts address all FHWA regulations and minimum standards and requirements for projects funded under the NEVI Program.

5.5.1 EVSE Installation, Operations, and Maintenance

Wisconsin's contracts with parties awarded under the NEVI Program will require EVSE stations to comply with 23 CFR 680. Wisconsin will ensure all EVSE installed with NEVI Program funds comply with the following standards for installation, operation, and maintenance:

Table 5-8: EVSE Installation, Operations, and Maintenance Implementation Compliance

Rule Section	NEVI Rule Section Title	NEVI Final Rule Subsection Detail	
§680.106	Installation, Operation, and Maintenance by Qualified Technicians of Electric Vehicle Charging Infrastructure	• Procurement process • Number of charging ports • Connector type • Power level • Availability • Payment methods • Equipment certification	• Security (physical, cyber) • Long-term stewardship • Qualified technician • Customer service • Customer data privacy • Use of program income

Wisconsin will ensure its final contracts with parties awarded NEVI Program funding comply with 23 CFR 680.106. In addition, Wisconsin will consider adding any additional items that best serve the state's overall vision, goals, and program objectives.

5.5.2 EVSE Interoperability, Signage, Network Connectivity and Real-Time Information

Wisconsin's contracts with parties awarded under the NEVI Program will require EVSE stations to comply with 23 CFR 680; Wisconsin will ensure all EVSE installed with NEVI Program funds comply with the following standards for EVSE Interoperability, Signage, Network Connectivity, and Real-Time Information:

Table 5-9: EVSE Interoperability, Network Connectivity, and Real-Time Information Compliance

Rule Section	NEVI Final Rule Section Title	NEVI Final Rule Subsection Detail
§680.108	Interoperability of Electric Vehicle Charging Infrastructure	• Charger-to-EV Communication • Charger-to-Charger-Network Communication • Charging-Network-to-Charging-Network Communication • Network switching capability
§680.110	Traffic Control Devices or On-Premises Signs Acquired, Installed, or Operated	• Manual on Uniform Traffic Control Devices for Streets and Highways • On-premises signs
§680.114	Charging Network Connectivity of Electric Vehicle Charging Infrastructure	• Charger-to-charger-network communication • Interoperability • Charging-network-to-charging-network communication (see also §680.108) • Charging-network-to-grid communication • Disrupted network connectivity
§680.116	Information on Publicly Available Electric Vehicle Charging Infrastructure Locations, Pricing, Real-Time Availability, and Accessibility Through Mapping Applications	• Communication of price • Minimum uptime (definition and calculation) • Third-party data sharing

Wisconsin will ensure its final contracts with parties awarded NEVI Program funding comply with 23 CFR 680.106-116. In addition, Wisconsin will consider adding any additional items that best serve the state's overall vision, goals, and program objectives.

5.5.3 EVSE Data Collection and Reporting

The deployment of EVSE across the state provides opportunities to collect and share various data that may be used to enhance the overall program and customer experience. The bulleted list below depicts the proposed rule for charging station use, cost, reliability, and maintenance data that may be collected, maintained, and submitted to FHWA. Wisconsin will ensure all EVSE installed with NEVI Formula program funds comply with 23 CFR 680.112 regarding the following standards for quarterly, annual, one-time, and community engagement outcomes reporting:

Table 5-10: EVSE Data Collection and Reporting Implementation Compliance

Rule Section	NEVI Final Rule Section Title	NEVI Final Rule Subsection Detail
§680.112	Data Submittal	• Quarterly data submittal • Annual data submittal • One-time data submittal • Community engagement outcomes report

Wisconsin intends to include EVSE data collection and reporting requirements in the agreements with EVSE owners and operators.

5.5.4 EVSE Resilience, Emergency Evacuation and Snow Removal

Wisconsin currently engages in various best practices to meet the safety and operational needs of the state-owned and managed roadway system. These strategies are critical to ensuring the roadway is resilient and prepared for emergencies, such as evacuations and Wisconsin's weather events. The following information provides an overview of the best practices and their importance to the successful implementation of EVSE.

5.5.4.A. SNOW REMOVAL/SEASONAL NEEDS

Being an upper-Midwest state, Wisconsin experiences cold temperatures and snow in addition to the typical seasonal needs affecting other states. WisDOT utilizes its Highway Maintenance Manual (HMM) to prepare and react to the seasons and weathering affecting its roadways. The HMM reflects the department's policies, guidelines, and practices regarding highway maintenance. The Winter Maintenance chapter of the HMM provides information on how WisDOT ensures roadway operational safety during the winter months by roadway classifications, storm management responsibilities, snow removal and snow removal materials, and weather services.

WisDOT intends to incorporate all snow removal and seasonal needs requirements into the agreements with third-party owners and operators who receive NEVI Program funds for EVSE. The third-party owners and operators will be responsible for all aspects of snow removal and seasonal needs for the area surrounding the EVSE.

5.5.4.B. EMERGENCY EVACUATION/EMERGENCY INCIDENT MANAGEMENT

In the event of an emergency evacuation or emergency incident management, WisDOT's Division of State Patrol (DSP) coordinates its response with a variety of partners such as local law enforcement and first responders, local government, state/local emergency management agencies, and WisDOT's Division of Transportation System Development (DTSD) Regional Incident Management Coordinators. WisDOT's DSP and DTSD Regional Incident Management Coordinators have built relationships over the years with local

partners to better meet the needs of a safe and operational roadway. Through these relationships, WisDOT's DSP and DTSD's Regional Incident Management Coordinators can assist local partners in pre-planning for weather events and social events such as Summerfest, Wisconsin State Fair, and music festivals. Pre-planning efforts have the potential to create strategies for event management needs, such as efficient traffic and crowd control. These strategies can be augmented to include EVSE as critical infrastructure for transportation.

WisDOT's DSP has two steps when encountering an emergency incident on the roadway, such as a road closure due to a snow emergency.

1. Scene management – stop or mitigate further safety risks by securing the scene.
2. Detour route - establish alternative routes for traffic as needed. WisDOT's DSP communicates with WisDOT DTSD's Regional Incident Management Coordinators to determine detour routes to flow traffic away from the incident.

If an emergency evacuation or incident occurs, WisDOT's DSP and DTSD Regional Incident Management Coordinators will coordinate with local partners using existing standard operating procedures and potentially develop new methods to ensure the roadway system's operational safety.

5.5.4.C. RESILIENCE

Through an analysis of existing and future conditions, WisDOT identified rainfall and snowfall as potential risks for flooding. To identify the locations with the highest risk of experiencing flooding or being significantly impacted by flooding, WisDOT is creating a system risk assessment tool. This tool will be integrated with an asset management approach to design policy considerations. The rainfall confidence interval products of NOAA Atlas 14 are key inputs in the model.

WisDOT anticipates that the system risk assessment tool, once operationalized, will be applied to placement analysis for EV charging infrastructure. A normalized flooding vulnerability risk score can be assigned to roadway segments. Based on a risk score, WisDOT will be able to identify areas of high flooding risk and avoid placing charging stations in areas of high risk.

5.5.5 Labor, Safety, and Training Standards

Wisconsin's contracts will seek to ensure that parties awarded NEVI Program funds for EVSE installation, operation, and maintenance comply with the standards for strong labor, safety, training, and installation, as described in the list below and further expanded on in **Chapter 6.**

- **FHWA Requirements:** Federal Highway Administration (23 CFR 230.107) to require full utilization of all available training and skill-improvement opportunities, including on-the-job training programs.
- **Licensed Electricians with EVSE Credential:** Wisconsin's contracts will require that all electricians be licensed per Wisconsin Law and have an EVITP or similar credential as currently required by 23 CFR 680.
- **Equipment and Site Safety Requirements:** Charging stations must meet relevant technical or safety standards, including but not limited to UL 2202 and Code of Federal Regulations, Title 47, Part 15 (47 CFR 15), and must have valid certification(s) from an OSHA recognized national lab. Charger enclosures must be constructed for use outdoors per UL 50E Standard for Safety for Enclosures for Electrical Equipment, Environmental Considerations, Type 3R exterior enclosure or equivalent. Chargers must incorporate a cord management system or method to eliminate the potential for cable entanglement, user injury, or connector damage from lying on the ground.
- **Americans with Disabilities Act (ADA) Compliance:** EVSE stations must to comply with ADA per final NEVI Program rules.
- **EVSE Fire Code and First Responder Safety Training:** The National Fire Protection Association (NFPA) codes on EVs and EVSE and any code relevant to install locations will be followed. The NFPA is delivering a report to update training programs and code compliance readiness for EVs. In addition to NFPA, the SAE J2990 document (Hybrid and EV First and Second Responder Recommended Practice, July 2019) provides training and information they must have when dealing with an EV thermal event.
- **Davis Bacon Federal Wage Requirements:** Per the final NEVI Program rules, NEVI-funded sites must comply with the Davis-Bacon Act. WisDOT is working with its Office of Business Opportunity & Equity Compliance to ensure WEVI awardees comply with these requirements.

5.5.6 Contractor Community Engagement

The WEVI Program contracting process objectives in **Section 5.31** are designed to establish Wisconsin's methods to encourage broad participation from businesses and a process to pre-qualify entities capable of identifying qualified sites and performing the O&M responsibilities required by the NEVI and WEVI programs. This final process will include requirements in various project implementation phases for the awarded contractors to meaningfully engage with communities where EV charging stations are being installed, from the environmental clearance process through the O&M phases of project implementation.

6 LABOR AND WORKFORCE CONSIDERATIONS

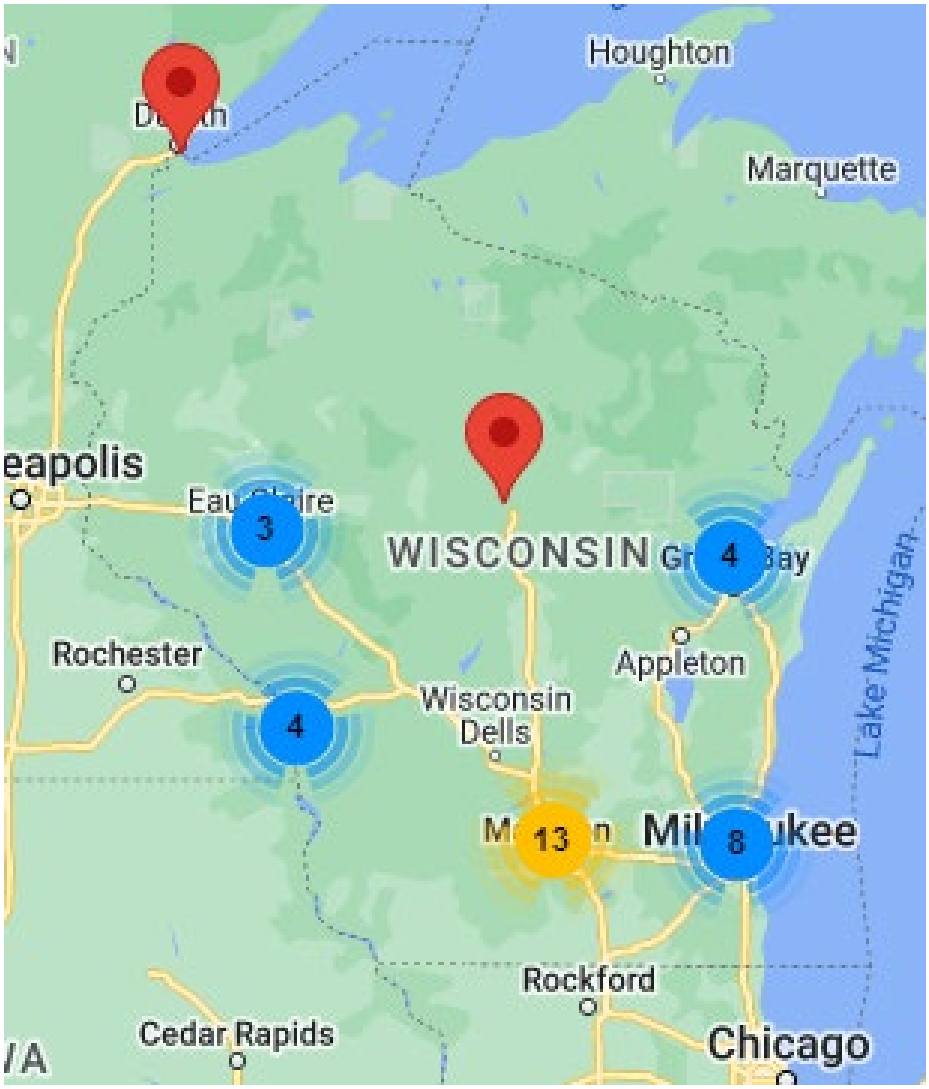
The deployment and operation of Wisconsin's EV charging infrastructure will provide new opportunities to engage an emerging industry, establish support for developing a skilled workforce, and ensure equitable access to employment opportunities for communities across Wisconsin. Wisconsin has already engaged multiple state agencies and stakeholder groups to understand the breadth of existing programs and capabilities. It is developing strategies to meet the needs and requirements of the program. Consistent with our program goals, Wisconsin will undertake proactive steps to achieve equitable participation from under-represented and under-served communities and work to establish entry-level training programs to improve access to employment.

In compliance with 23 CFR 680.106(j), to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers, all electricians installing, operating, or maintaining EVSE must receive certification from the EVITP or a registered apprenticeship program for electricians that includes charger-specific training developed as part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation, if and when such programs are approved.

WisDOT recognizes NEVI's goal to increase the participation of disadvantaged and Tribal communities in the procurement process through Justice40 requirements. In the Round 1 WEVI RFP, WisDOT has included scoring criteria on how the applicant plans to address workforce development and planned benefits to DACs and Tribal communities. Similarly, WisDOT has also awarded funding to sites that indicate the use of EVITP contractors.

Wisconsin will leverage the guidance and requirements outlined for certification from the EVITP and current in-state requirements for safety and performance considerations across the charging network. Engagement and support activities will increase awareness of requirements, promote training and certification programs, and seek opportunities to overcome or subsidize barriers and costs (e.g., the 18-hour certification requirement). Wisconsin currently has 34 contractors with EVITP certification, which is expected to increase as EVSE deployments become commonplace throughout the state. **Figure 6-1** identifies the location of Wisconsin's certified EVITP contractors.

Figure 6-1: Location of Wisconsin Certified EVITP Contractors



Source: EVITP

Wisconsin has already started efforts to promote strong labor, safety, training, installation standards, and opportunities for small businesses. WEDC and their consultant are developing a detailed assessment of Wisconsin's automotive and manufacturing workers at risk of displacement by the state's transition to EVs. This assessment includes surveying relevant training programs in Wisconsin's higher education institutions and reviewing statewide labor and training standards related to EV charging O&M. A key objective of the WEDC assessment is to develop recommendations for retraining and reskilling potentially displaced workers in Wisconsin.

Encouraging a diverse workforce for the EV network will also be an essential focus. To the extent that data is available, WEDC and their consultant will examine the training and qualifications required for occupations related to installing and maintaining EV charging infrastructure. They will then evaluate these standards in the context of Wisconsin's skilled technical workforce to identify potential skills gaps. Additionally, the assessment will break down relevant occupations by race and gender to identify opportunities to increase diversity within the workforce.

In short, Wisconsin is currently working on and is thoroughly committed to providing a strong workforce for all EV infrastructure deployments and ongoing maintenance and monitoring needs.

Milwaukee, Wisconsin recently received $1.6 million in funding for the Wisconsin Regional Training Partnership EV-Skilled Trades Employment Program (EVSTEP). EVSTEP works to address barriers faced by women, people of color, justice-impacted people, and youth in the clean energy sector with pre-apprenticeship programs surrounding EV charging. These programs include support services, industry placement, access to apprenticeships, and additional training through union partners.

The WEDC has also worked with the Wisconsin-based EV charging company Ingeteam, the leading supplier of EV charging stations in Western Europe, by providing technical support to plan an expansion of their existing production facility in Milwaukee. This expansion includes producing DC fast charging stations at the Milwaukee location, creating about 100 jobs and increasing production by up to 13,000 chargers annually.

7 CIVIL RIGHTS AND EQUITY CONSIDERATIONS

EVs could soon be a significant component of all transportation systems. As such, it is vital that charging infrastructure be accessible and inclusive. Wisconsin recognizes the importance of including voices from all members of the traveling public in the planning conversation for this transformative technology. To ensure the WEVI Plan works for all members of the traveling public, Wisconsin has worked with representatives of various communities and the public to provide meaningful, inclusive, and ongoing opportunities to provide insight into the WEVI Plan. Wisconsin will continue to develop its approach and monitor federal guidance and best practices to identify, prioritize, and measure benefits for disadvantaged communities from EV charging infrastructure development.

Executive Order 14008 created the Justice40 Initiative, which outlines a goal that a minimum of 40% of the overall benefits of certain federal investments must flow to DACs. Under NEVI Program guidance, WisDOT prioritized charging locations that positively impact these communities and encouraged prospective Round 1 WEVI proposers to consider locations in Justice40 areas – if applicable, as shown through the Electric Vehicle Charging Justice40 Map. Proposers were asked to address meaningful and community focused methods of engaging and gaining information from representatives of rural and DACs, as well as Tribal nations, to ensure the equitable deployment of NEVI Program funds. See **Chapter 5** on how proposals were evaluated according to these criteria. For more information on the Justice40 initiative and the NEVI Program, see the NEVI Program Q&A, the USDOT Equitable Transportation Community (ETC) Explorer, and the USDOT website.

As indicated in the NEVI Program Guidance updated on June 11, 2024, WisDOT will use the Climate & Economic Justice Screening Tool to identify DACs in future procurement rounds.

7.1 Identification and Outreach to Disadvantaged Communities in Wisconsin

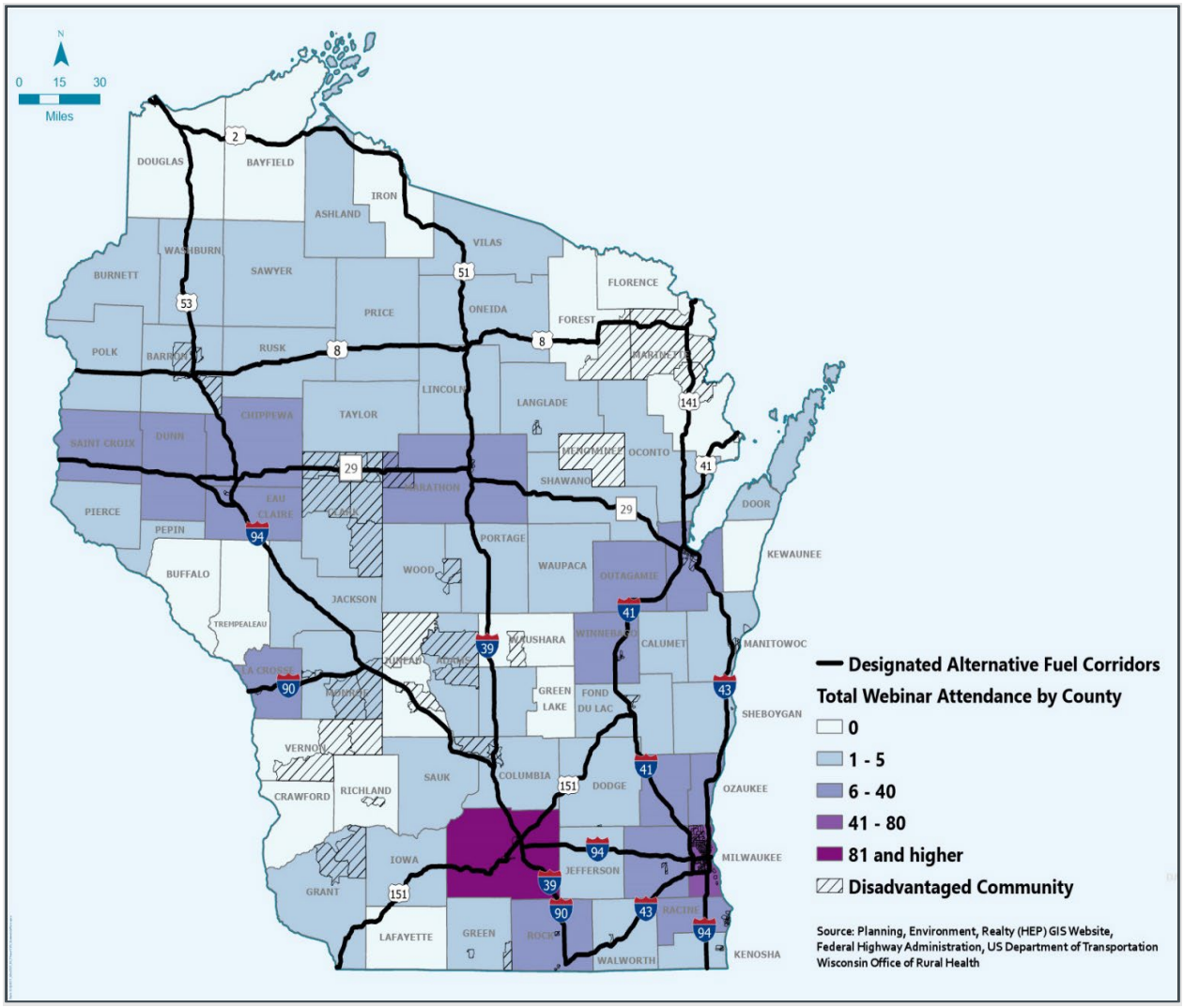
Wisconsin is working toward identifying a Wisconsin-specific approach to addressing the EVSE needs of Disadvantaged Communities (DACs). This approach will be based on cross-agency coordination and analysis of different populations in Wisconsin. It may include considerations such as rural population and disability status.

Through Wisconsin's outreach efforts, 67 equity organizations were invited to participate in webinars before WEVI Plan submission. Equity organizations were also invited to one-on-one conversations with WisDOT about WEVI. These organizations included those with a rural focus, municipalities, counties, various chambers of commerce, and Tribal contacts. In addition to direct outreach, Wisconsin also welcomes conversations with any equity organization that wants to discuss electrification. This framework will continue throughout the lifetime of the WEVI Plan to ensure that input from all communities is heard throughout the electrification planning and implementation process.

Wisconsin has actively sought to engage with various stakeholders to ensure a range of voices are included when planning for transportation electrification. For more context on that engagement, see **Chapter 2**, State Agency Coordination and Public Engagement. Wisconsin has engaged with rural, underserved, and DACs on transportation electrification.

On June 21 and June 22, 2022, WisDOT led two public webinars. **Figure 7-1** shows attendance from these webinars related to the DACs in Wisconsin.

Figure 7-1: General Public Webinar Attendance by County



During these webinars, questions and comments were welcomed and are summarized in **Section 2.7.** These themes were considered in this planning effort. They will continue to inform future WEVI plans and program development.

In addition to the webinars, Wisconsin is conducting one-on-one meetings with various stakeholder groups, including those working directly with DACs. These meetings intend to engage in conversations on how transportation electrification can be accessible for all and to understand potential benefits and opportunities for DACs. Through the equity-based discussions, a few themes remain consistent. These themes include access to accessible EVs, safety, accessibility of charging infrastructure, and best practices of current gas stations that could or should be carried forward to EV charging stations. These concepts will be carried forward as Wisconsin plans the programmatic side of the WEVI Plan.

ONGOING EQUITY-BASED COMMUNITY ENGAGEMENT

Wisconsin recognizes the importance of continuous involvement with our DACs. While implementing this WEVI Plan, Wisconsin will seek out opportunities for public engagement, especially with those from DACs who have yet to be engaged. Specifics on this engagement will be determined based on target audiences and local community-based organizations. This may include opportunities such as:

- Public webinars
- Continuing the public comment form online, as well as opportunities for email and mail
- Continual updates to the WisDOT Transportation Electrification page, which can be translated into other languages
- Involvement in WisDOT advisory committees such as the Wisconsin Non-Driver Advisory Committee (WiNDAC)
- Freight Advisory Committees (FACs)
- Others

These interactions will inform Wisconsin's efforts to continually refine and update its electrification efforts and ensure those efforts are meeting the needs of Wisconsin's traveling public.

7.2 Process to Identify, Quantify, and Measure Benefits to DACs

Wisconsin has a large rural population in addition to our DACs. Figure 7-2 shows each Wisconsin county's rural or urban classification, and how they relate to Wisconsin's designated AFCs. Figure 7-3 depicts Wisconsin's AFCs and how they overlay with tribal lands and DACs.

Figure 7-2: Wisconsin Urban and Rural County Classifications

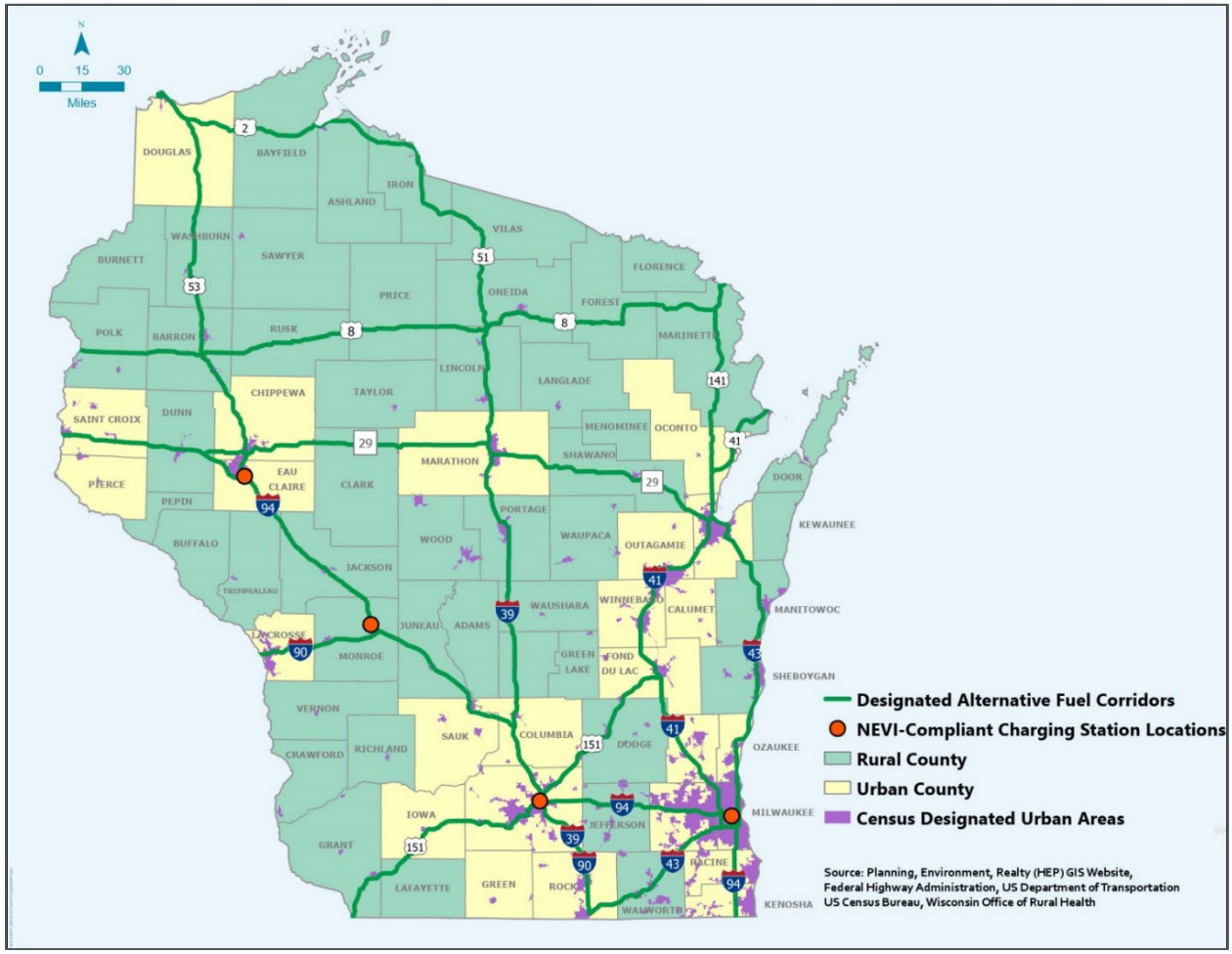
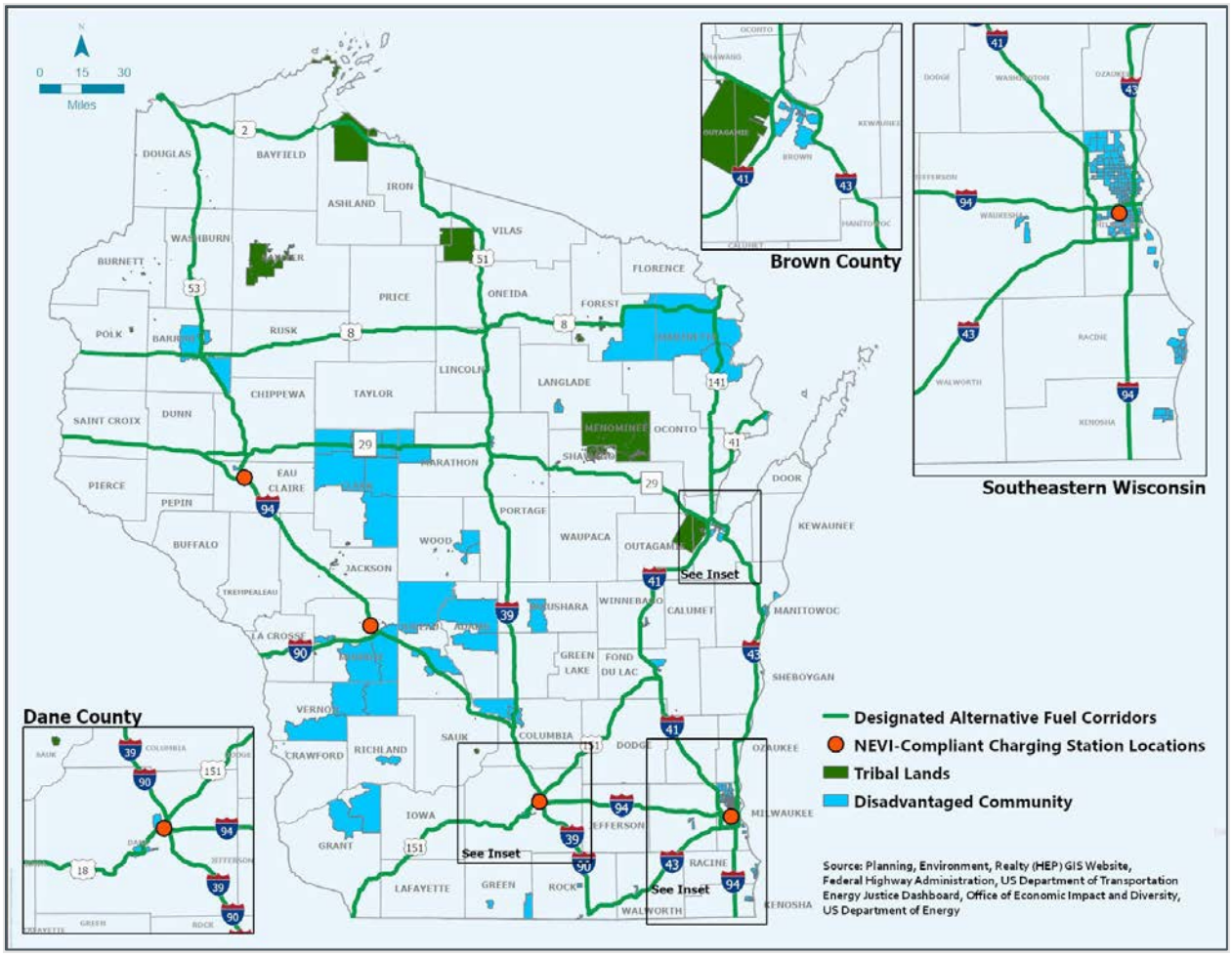


Figure 7-3: Wisconsin Tribal and Disadvantaged Communities



Wisconsin is committed to engaging with DACs throughout the state during the development of this WEVI Plan and subsequent updates. Engagement has been and continues to be open and inclusive to ensure everyone is represented.

7.2.1 Process to Identify, Quantify, and Measure Benefits to DACs

As Wisconsin plans for EVSE infrastructure, measuring benefits to rural populations and DACs will be important. Wisconsin is committed to providing EVSE opportunities to all areas of the state through the program. At present, the following statistics summarize the location of Wisconsin's AFCs.

Table 7-1: Wisconsin Rural Area Statistics based on Roadway Miles

Element	Percentage
Percent of AFCs outside of U.S. Census Urban Areas	85%

Table 7-2: Wisconsin DAC Statistics based on Roadway Miles

Element	Percentage
Percent of AFCs in DACs	9%

Additional benefits include:

- Increased job creation or repurpose toward electrification
- Create opportunities for businesses and job training

Table 7-3 below outlines how the benefits of the WEVI Program will be measured in DACs.

Table 7-3: Measuring Benefits of WEVI Investments

Benefits Category (examples)	Strategy for Tracking Benefits (Metrics, Baseline, Goals, Data Collection & Analysis Approach, Community Validation)
Improve clean transportation access through the location of chargers;	**Metrics:** Number of new EV charging stations both in and not in DACs, Tribal communities, and rural areas. **Baseline:** Existing charging infrastructure in and not in DACs, Tribal communities, and rural areas before Round 1. **Goals:** WEVI Plan Goals 1, 2, and 3. Quantifiable Goals 1 and 2. WEVI Plan Objectives of Equity, Partnership, Connectivity, and Accountability. **Data Collection & Analysis:** Station operation data and community outreach through WEVI applications will be used for data collection. The analysis will involve updating strategies based on changes to the metrics above and stakeholder feedback. **Community Validation:** Engaging with stakeholders through the WEVI Program to verify charging station locations meet their needs, especially in the case of stations not located in a DAC, Tribal community, or rural area, but indicated as serving these areas.
Decrease the transportation energy cost burden by enabling reliable access to affordable charging;	**Metrics:** Number of EVs registered in rural counties, average dollars saved in fuel costs, gallons of gas/diesel displaced, monthly uptime percentage of each charging station. **Baseline**: Low-income household EV usage, average dollars saved in fuel costs, gallons of gas/diesel displaced, and monthly uptime percentage of each NEVI-compliant charging station before Round 1. **Goals:** WEVI Plan Objectives of Connectivity and Safety. **Data Collection & Analysis**: WisDOT EV registration data and station operation data.

Benefits Category (examples)	Strategy for Tracking Benefits (Metrics, Baseline, Goals, Data Collection & Analysis Approach, Community Validation)
Reduce environmental exposures to transportation emissions;	**Metrics:** Improve air quality (e.g., reduction in emissions of criteria air pollutants). **Baseline:** emissions levels of criteria air pollutants (from transportation) before Round 1. **Goals:** WEVI Plan Objective of Safety. **Data Collection & Analysis:** Wisconsin Department of Natural Resources (DNR) data on emissions of criteria air pollutants.
Increase parity in clean energy technology access and adoption;	**Metrics:** Existing charging infrastructure and clean energy technology adoption rates in and not in DACs, Tribal communities, and rural areas before Round 1. **Baseline:** Existing charging infrastructure and clean energy technology adoption rates in and not in DACs, Tribal communities, and rural areas before Round 1. **Goals:** WEVI Plan Objectives of Equity and Connectivity. WEVI Plan Goals 1, 3, and 4. Quantifiable Goals 1 and 2. **Data Collection & Analysis:** Station operation data will be used for data collection. The analysis will involve updating strategies based on changes to the metrics.

Wisconsin will comply with the benefit measurements defined in 23 CFR 680.

7.3 Benefits to DACs through this Plan

Mobility and transportation choices are at the core of an efficient and effective transportation system and critical to Wisconsin's economic vitality and quality of life. Regardless of transportation mode, transportation system users need to experience the benefits of vehicle electrification.

Though not directly tied to the WEVI Plan, public transportation users should see the benefits of transportation electrification. These benefits are evidenced in the Wisconsin Department of Natural Resources Clean Bus Program and the Wisconsin VW Mitigation Fund efforts. In future years, Wisconsin is anticipating including medium- and heavy-duty electrification into the WEVI Plan, including opportunities for public transportation to engage in electrification.

Electrification should also benefit users who do not have access to a personal vehicle or public transportation. In the spring of 2020, WisDOT formed the WiNDAC[17] as an advisory forum to develop recommendations to improve transportation for non-drivers in Wisconsin. WiNDAC meets twice a year.

As part of WisDOT's commitment to improving transportation mobility, safety, and accessibility for non-drivers in Wisconsin, representatives from the Wisconsin Counsel of the Blind and Visually Impaired, Wisconsin Board of People with Developmental Disabilities, and Greater Wisconsin Agency on Aging Resources (GWAAR) met with WisDOT to discuss transportation electrification. These conversations highlighted several important considerations for allowing EVSE to be inclusive of all members of the traveling public.

One central theme was the need for education across several communities. Education is needed on vehicle safety, how to use or charge an EV, reliability of the vehicle and the grid, and overall operation of charging infrastructure. Another conversation consideration is charging station accessibility, with concern expressed over the current lack of standardization of accessibility measures at EVSE.

[17] *Wisconsin Department of Transportation Improving transportation for non-drivers (wisconsindot.gov)*

These conversations featured important considerations to enable a more inclusive approach with the traveling public for EV ownership and EVSE participation. Another consistent theme across most communities was the need for additional education about the EV ecosystem. There is a need for education on topics related to vehicles (safety, charging, reliability, costs), charging infrastructure, and electric grid impacts.

7.4 Civil Rights

WisDOT complies with Title VI of the Civil Rights Act of 1964, the American Disabilities Act of 1990, and Section 504 of the Rehabilitation Act of 1973. WisDOT employs Office of Business Opportunity and Equity Compliance (OBOEC) staff to assist in compliance, including a Title VI and ADA Coordinator. OBOEC was consulted in the planning efforts for the WEVI Plan.

To ensure compliance with the ADA and Title VI of the Civil Rights Act of 1964, electrification planning should include:

- Program review by appropriate OBOEC staff[18]
- Consideration be given to ensuring ADA-compliant EVSE
- Recommend following ADA Requirements for Workplace Charging Installation[19] as recommended by the U.S. Department of Energy
- Compliance with the final NEVI rule 23 CFR 680, 49 CFR 37 Transportation Services for Individuals with Disabilities (ADA), 28 CFR 35 Nondiscrimination on the Basis of Disability in State and Local Government Services, and 28 CFR 36 Nondiscrimination on the Basis of Disability by Public Accommodations and in Commercial Facilities.

[18] *WisDOT staff and representative from across the Department form an ADA Managing Committee. This group discusses various types of transportation infrastructure to ensure ADA compliance and review opportunities for increased compliance.*

[19] *https://afdc.energy.gov/files/u/publication/WPCC_complyingwithADArequirements_1114.pdf*

Table 7-4: Summary of Important ADA Requirements for EVSE

Element	ADA/ABA 2004 ANSI A117.1 2003
Number of Spaces	4% of parking spaces, or 1 for every 25 spaces, in any given lot, be designated as accessible; 1 out of every 6 spaces should be van accessible
Parking Stall	8x18 feet for a car and 11x18 feet for a van
Accessible Route Width	Minimum 36 inches wide
Accessible Route Slope/Cross Slope	Maximum 1:20 (5%) running slope and 1:48 (2%) cross slope; Accessible vehicle spaces 1:48 (2%) in all directions and 90-inch clearance for vans
Reach Range	48 inches front and side to allow reach to all operable parts from a wheelchair
Accessible Controls	Operable with one hand and not requiring grasping, pinching, or twisting of the wrist or force more than 5 lbs. Exception: Gas pumps
Accessible Ramps	A ramp or curb-cut must be accessible to allow for operation of charging station
Facility Accessibility	Must be connected by a minimum of 50-inch-wide accessible route in proximity (not necessarily adjacent) to the entrance of the building
Side Access Aisle	Side access aisle of 60 inches wide to allow space for wheelchair and equipment in and out of space
Accessible Card Reading Devices	Must be connected by a minimum 50-inch-wide accessible route in proximity (not necessarily adjacent) to the entrance of the building
Other Considerations	Ensure that bollards, wheel stops, or curb do not obstruct use of charging station

Source: https://afdc.energy.gov/files/u/publication/WPCC_complyingwithADArequirements_1114.pdf

WisDOT continues to review the U.S. Access Board's recently released "Design Recommendations for Accessible Electric Vehicle Charging Stations," a technical assistance document summarizing existing requirements and new recommendations for making EV charging stations accessible. Wisconsin's program will be consistent with any additional ADA requirements defined in 23 CFR 680.

8 PHYSICAL SECURITY AND CYBERSECURITY

The U.S. Cybersecurity and Infrastructure Security Agency (CISA) defines cybersecurity as "the art of protecting networks, devices, and data from unauthorized access or criminal use and the practice of ensuring confidentiality, integrity, and availability of information." The State of Wisconsin and WisDOT recognize cybersecurity's critical role in the successful deployment of EVSE across the state. Protecting the EVSE network, the surrounding infrastructure, and the personal or business information of EVSE users, owners, and operators is integral for EVSE cybersecurity. Table 5-6 identifies federal laws, NEVI Program rules, and Wisconsin laws that will be adhered to in the WEVI program.

Ensuring Wisconsin assets and programs are secure from cyber threats is a high priority. As EVSE is deployed across the state, Wisconsin will apply the same level of cybersecurity rigor it applies to all its infrastructure needs. WisDOT will comply with FHWA guidance regarding cybersecurity as provided in the NEVI Final Rule, 23 CFR 680.

EV charging stations transmit information at three connections that may be subject to a cyberattack:

- The transmission of payment information
- The connection of the electrical grid to the charging station
- The connection of the EV to the charging station

8.1 Transmission of Payment Information

Traditional petroleum-based refueling has one avenue of cyberattack: the transmission of payment information. A debit or credit card transmits the customer's personally identifiable information between the fueling infrastructure and their financial institution. This process is comparable to EV charging stations.

NEVI requires chargers and charging networks to comply with appropriate Payment Card Industry Data Security Standards (PCI-DSS). Any security measures taken by the site operator shall meet or exceed published standards, and software updates must be made in a timely manner to prevent a breach of cardholder data.

8.2 Encryption

The connection of EVs to EV charging stations and then to the electrical grid requires an ongoing exchange. Encrypting this data is the primary method of defense against cyberattacks.

Encryption protects data from being stolen, changed, or compromised. It scrambles data into a secret code that can only be unlocked with a unique digital key.

NEVI recommends following the National Institute of Standards and Technology (NIST) guidelines for data encryption. The three core principles that guide encryption are derived from the Central Intelligence Agency (CIA) triad of confidentiality, integrity, and availability.

- **Confidentiality:** Ensuring information is readable only by intended recipients and is protected from unauthorized third parties
- **Integrity:** Ensuring any modification can only be done by authorized agents
- **Availability:** Ensuring queries by the user are responded to within an appropriate timeframe

8.3 Round 1 WEVI RFP Compliance

The Round 1 WEVI RFP follows strategies to ensure physical security and cybersecurity in WEVI-awarded sites. WEVI Program funding covers costs to install on-site physical safety features, including lighting to illuminate the EV charging stations, video surveillance equipment of the EV charging stations for security and remote monitoring, and other on-site safety features to enhance the physical safety of EV charging station users and equipment. O&M costs for cellular network fees, internet service fees, or similar fees/costs for EV charging station data sharing are also covered to ensure safety in data transmission at NEVI-compliant charging sites.

All WEVI-awarded sites must meet applicable FHWA regulations and minimum requirements under the NEVI Final Rule. These compliance requirements, which include data privacy, security, and payment methods for NEVI-funded EV charging stations are included in final contracts with every awardee.

8.4 Potential Additional Best Practices

Wisconsin continues to evaluate additional requirements to enhance security, which may include:

- In case of any data security breach, the site Owner/Operator must contact the Department within 24 hours and advise means being taken to mitigate adverse circumstances.
- Employees or others involved in operation and maintenance with access to equipment and data shall be in the United States.
- Independent audits shall be performed annually by a third-party qualified security assessor.

9 PROGRAM EVALUATION

WisDOT will annually assess program progress based on the goals identified in **Chapter 1** of this WEVI Plan. This includes monitoring overall statewide EVSE build-out, analyzing data submitted by site hosts, and working with partners to develop new locations and make necessary adjustments to existing EVSE locations. Site hosts must abide by data submittal requirements described in 23 CFR 680.112 through their final contract with WisDOT. This includes complying with all applicable laws and regulations surrounding NEVI. Specifically, each contract ensures compliance with the reporting requirements listed 23 CFR 680.112. To ensure on-time data submissions, WisDOT requires emergency incident reporting that would affect these submissions. Noncompliance with these requirements outlined in the final contract may be considered a default, resulting in the loss or repayment of funds, or severance of the contract.

Per NEVI Program guidance, WisDOT will update the WEVI Plan annually.

9.1 Evaluation Metrics

WisDOT has identified evaluation metrics that follow WEVI Program goals in **Table 9-1** below. These metrics will assist WisDOT in program evaluation and guide future WEVI Program procurements to ensure program success in meeting these goals. All baseline values are from 2023 data unless stated otherwise.

WisDOT has an existing performance improvement program called MAPSS (Mobility, Accountability, Preservation, Safety, and Service), which focuses on the five core goals and associated performance measures that guide WisDOT in achieving its transportation mission "to provide leadership in the development and operation of a safe and efficient transportation system." The department is committed to quarterly progress reporting, with updates published in January, April, July, and October. WisDOT plans to add appropriate information regarding the WEVI Program and its evaluation metrics to the MAPSS Program to track program performance. As part of our ongoing program development, WisDOT will evaluate how to best operationalize NEVI Program evaluation within the MAPSS program for future rounds of the WEVI Program.

Table 9-1: WEVI Evaluation Metrics

Metric	Associated Goal	Data Source	Baseline Value	Target Value
% NEVI-compliant AFC build out	Connectivity	WisDOT	WisDOT will determine for Plan updates	100%
% NEVI-compliant evaluation zone build out	Connectivity	WisDOT	6.15% (4/65 needed to be fully built out)	100%
% state highways within 25 miles of a NEVI-compliant station	Connectivity	WisDOT	WisDOT will determine for Plan updates	85%
# NEVI-compliant stations in DACs and Tribal Communities	Equity	WisDOT	0	WisDOT will determine for Plan updates
# NEVI-compliant stations in rural communities	Equity	WisDOT	0	WisDOT will determine for Plan updates
Uptime Rate	Connectivity, Safety	Station Managers	N/A	97% minimum

9.1.1 NEVI-Compliant AFC Build Out

To have a fully built-out EV AFC corridor network, all AFC-designated Wisconsin highways must be designated as corridor-ready. To achieve corridor-ready status, the AFCs must have a NEVI-compliant charging station every 50 miles along the route that is no more than one travel mile from the highway per the NEVI Final Rule. The NEVI-Compliant AFC Build Out metric reflects this requirement. It focuses on WEVI Plan goals one and three and the WEVI Plan objectives of equity and connectivity as described in Chapter 1. WisDOT will track this metric by collecting information on current NEVI-compliant stations and WEVI-awarded sites. The baseline value determining the percent of the state AFC network being NEVI-compliant will be determined by WisDOT for Plan updates. WisDOT's target value demonstrates that all EV AFCs will be fully built out by the program's end.

9.1.2 NEVI-Compliant Evaluation Zone Build Out

The NEVI- Compliant Evaluation Zone Build Out metric indicates the progress made through station construction rather than the miles covered. These stations also follow all NEVI-compliant criteria. The baseline value of 6.15% was determined by taking the four current NEVI-compliant stations and dividing it by the anticipated maximum number of stations needed to reach fully built-out status (65), which is described in more detail in Section 4.2.1. This metric will also be determined through information on current and awarded NEVI-compliant stations, with the target value of 65 evaluation zones (or 100% coverage) describing the fully built-out status.

9.1.3 State Highways within 25 Miles of a NEVI-Compliant Station

One of the WEVI Plan's quantifiable goals mentioned in **Chapter 1** is that 85% of the Wisconsin State Highway System is within 25 miles of NEVI-compliant fast charging stations. This metric provides progress on this goal, with a baseline value established using WisDOT's four potentially NEVI-compliant stations in the state following the 2024 Plan update. WisDOT will continue to track this metric with current and planned NEVI-compliant stations and sites awarded through future rounds of the WEVI Program.

9.1.4 NEVI-Compliant Stations in DACs and Tribal Communities

WEVI Plan goal three, and the equity objective outlined in **Chapter 1** emphasize the importance of building an EV charging network that reaches everyone in the state, especially those historically disadvantaged. Out of the four NEVI-compliant stations in Wisconsin, none of them are located in a DAC. No current NEVI-compliant stations are located in Tribal communities. Through the Round 1 WEVI RFP, WisDOT awarded 14 sites in DACs and two in Tribal communities, which are sites hosted by the Forest County Potawatomi and Oneida Nations. WisDOT hopes to maximize the number of stations serving these areas.

9.1.5 NEVI-Compliant Stations in Rural Communities

The NEVI-Compliant Stations in Rural Communities metric follows the metric described in **Section 9.1.4**, following the WEVI Plan objective of equity and WEVI Plan goal three. All current NEVI-compliant stations are located in urban areas of the state, so the baseline value is zero. The first round of the WEVI Program awarded 25 sites in census-designated rural areas.

9.1.6 Uptime Rate

As a requirement of NEVI-compliant stations, WisDOT requires station managers to provide information on station uptime to ensure compliance. The 97% uptime minimum requirement reflects the WEVI Plan objectives of connectivity and safety indicated in **Chapter 1**. A baseline value has yet to be established since no WEVI-awarded site locations have been placed into commission. WisDOT plans to ensure station managers submit this data through its final contract and that the required 97% uptime is met by outlining this requirement in the final contract with awardees.

10 DISCRETIONARY EXCEPTIONS

Wisconsin has reviewed the National Electric Vehicle Infrastructure Formula Program Guidance which states that exceptions will only be granted under very limited circumstances on a case-by-case basis, and adjudicated before the approval of a Plan.

Currently, Wisconsin has not identified any specific locations that would require an exception. Chapter 4 describes the mapping approach used to identify approximate areas for charging stations located a maximum of every 50 miles along an AFC. It also identifies amenities and the likelihood of high-power transmission lines within one mile of exits/interchanges.

Wisconsin's selection approach is to not be overly prescriptive in identifying exact sites or exits/interchanges. As we continue our due diligence and begin procurements around potential locations, utility constraints, amenities, rural limitations, and DAC opportunities, future WEVI Plan updates may include exception requests. Wisconsin will work with our local and federal partners to discuss the rationale for any such requests and, if needed, submit the exception template on a limited basis.

APPENDIX A

Potential EVSE Site Locations for Fully Built Out Status

Site #	Corridor	Group	Exit Interchange/Intersection Name	Latitude	Longitude
1	I-39	A	Exit 92: Korean War Veterans Mem Hwy	43.57646556	-89.47098352
2	I-39	A	Exit 106: State Rt 23	43.79082834	-89.48309352
3	I-39	A	Exit 113: E 2nd St	43.88551625	-89.48296733
4	I-39	B	Exit 124: W Follett Dr	44.03504293	-89.52855491
5	I-39	B	Exit 131: County Road V	44.13374649	-89.53225945
6	I-39	B	Exit 136: State Rt 73	44.21338063	-89.52443526
7	I-39	C	Exit 151: State Rt 54	44.43023377	-89.51852871
8	I-39	C	Exit 156: McDill Ave	44.49719431	-89.51821543
9	I-39	C	Exit 158 A/B: U.S. Rt 10	44.52121401	-89.52513029
10	I-39	D	Exit 179: State Rt 153	44.78590745	-89.6802255
11	I-39	D	Exit 185: Old Hwy 51	44.86322308	-89.64109081
12	I-41	A	Exit 2 A: W National Ave	42.99824903	-88.0379596
13	I-41	A	Exit 1 D: State Rt 59	43.01620298	-88.0363161
14	I-41	B	Exit 42 A: W North Ave	43.05949093	-88.05303629
15	I-41	B	Exit 43: W Burleigh St	43.07410926	-88.05796202
16	I-41	B	Exit 44: I-94 ALT	43.08849478	-88.0578182
17	I-41	B	Exit 45: W Hampton Ave	43.10458075	-88.05795663
18	I-41	B	Exit 46: W Silver Spring Dr	43.11680087	-88.0572959
19	I-41	B	Exit 48: N 124th St	43.15973769	-88.06327819
20	I-41	B	Exit 50 A: Main St	43.17743498	-88.08970677
21	I-41	C	Exit 51 A: Pilgrim Rd	43.18279325	-88.10183521
22	I-41	C	Exit 52: County Line Rd	43.19140686	-88.12060015
23	I-41	C	Exit 57: Holy Hill Rd	43.25120585	-88.18160952
24	I-41	C	Exit 64 B: State Rt 60	43.3236197	-88.24939525
25	I-41	D	Exit 72: WIS-33	43.423694	-88.33611082
26	I-41	D	Exit 85: I-41 ALT	43.58698834	-88.43083411
27	I-41	D	Exit 97: S Hickory St	43.75012612	-88.46196451
28	I-41	D	Exit 98: S Military Rd	43.75856472	-88.47465997
29	I-41	D	Exit 99: US-45	43.78424689	-88.48241937
30	I-41	E	Exit 101: County Rd OO	43.80641993	-88.49933977
31	I-41	E	Exit 113: I-41 ALT	43.95039833	-88.58297139
32	I-41	E	Exit 116: WI Trunk 44	43.99008544	-88.58247483
33	I-41	E	Exit 117: W 9th St Rd	44.01067318	-88.58213286
34	I-41	E	Exit 119: Omro Rd	44.03225277	-88.58249902
35	I-41	F	Exit 131: Winneconne Ave	44.17582703	-88.48824433
36	I-41	F	Exit 132: Main St	44.18945378	-88.4874504
37	I-41	F	Exit 136: W Prospect Ave	44.24365627	-88.46614301
38	I-41	F	Exit 137: WIS-125 / W College Ave	44.26168381	-88.46624279
39	I-41	F	Exit 138: WIS-96 / W Wisconsin Ave	44.27289402	-88.46619059
40	I-41	F	Exit 139: W Northland Ave / WIS-15	44.28792193	-88.46610345
41	I-41	F	Exit 142: WIS-47 / N Richmond St	44.29851043	-88.41567272
42	I-41	F	Exit 144: N Ballard Rd	44.29825968	-88.37530456
43	I-41	F	Exit 146: Freedom Rd	44.2979273	-88.31328959
44	I-41	F	Exit 148: Delanglade St	44.29928478	-88.27234079
45	I-41	G	Exit 150: Hyland Ave	44.3056341	-88.24959597
46	I-41	G	Exit 157: Freedom Rd	44.38597423	-88.1623711
47	I-41	G	Exit 161: Scheuring Rd	44.43048489	-88.11218691

Site #	Corridor	Group	Exit Interchange/Intersection Name	Latitude	Longitude
48	I-41	G	Exit 163A: Main Ave	44.45254727	-88.08978586
49	I-41	G	Exit 164: S Oneida St	44.46995743	-88.07917967
50	I-41	G	Exit 167: Lombardi Ave / Hazelwood Ln	44.50895201	-88.08245138
51	I-41	G	Exit 168A: WIS-32 / WIS-54	44.5239587	-88.08218136
52	I-41	G	Exit 170: Velp Ave	44.55728281	-88.05971753
53	I-43	A	Exit 21: Geneva St	42.62768329	-88.61851262
54	I-43	A	Exit 25: S Lincoln St	42.65543662	-88.54154701
55	I-43	B	Exit 38: North St	42.79222377	-88.38485091
56	I-43	B	Exit 43: S Rochester St	42.85138438	-88.32182436
57	I-43	C	Exit 50: Big Bend Dr	42.91096883	-88.21742649
58	I-43	C	Exit 54: Racine Ave	42.93308668	-88.15915886
59	I-43	C	Exit 57: S Moorland Rd	42.95175057	-88.10986408
60	I-43	C	Exit 7: S 60th St/I-894	42.96229108	-87.98891674
61	I-43	C	Exit 9: S 27th St/I-894	42.96273885	-87.94979642
62	I-43	C	Exit 314 A: W Howard Ave/I-94	42.97326658	-87.91548065
63	I-43	C	Exit 314 B: W Holt Ave/I-94	42.98215719	-87.91634388
64	I-43	C	Exit 312 A: W Becher St/I-94	43.00666142	-87.91602224
65	I-43	C	Exit 312 B: W Lapham Blvd	43.0127032	-87.91594927
66	I-43	D	Exit 311: W Walker St (equivalent of ~mm 70)	43.02230477	-87.92040511
67	I-43	D	Exit 72 E: W Winnebago St	43.04728306	-87.92637737
68	I-43	D	Exit 73 B: W North Ave	43.0601253	-87.92100148
69	I-43	D	Exit 75: W Keefe Ave	43.08136182	-87.92040105
70	I-43	D	Exit 76: N Green Bay Ave	43.09021954	-87.9216625
71	I-43	D	Exit 80: Good Hope Rd	43.14567823	-87.91548469
72	I-43	D	Exit 82 A: W Brown Deer Rd	43.17468936	-87.9161917
73	I-43	D	Exit 85: Mequon Rd	43.21889373	-87.92133987
74	I-43	D	Exit 92: Washington St	43.32012849	-87.91943229
75	I-43	D	Exit 96: State Rt 33	43.38307185	-87.92741002
76	I-43	E	Exit 100: I-43 ALT	43.4118892	-87.87155771
77	I-43	E	Exit 120: S Business Rd	43.67403012	-87.76055856
78	I-43	F	Exit 123: Washington Ave	43.71540333	-87.76063338
79	I-43	F	Exit 128: State Rt 42	43.79189016	-87.7640197
80	I-43	F	Exit 149: U.S. Highway 151	44.07309303	-87.71211861
81	I-43	G	Exit 157: Hillcrest Rd	44.19649918	-87.73037356
82	I-43	G	Exit 171: Depere Rd	44.3460892	-87.84472679
83	I-43	H	Exit 181: Manitowoc Rd	44.4682289	-87.95115555
84	I-43	H	Exit 183: E Mason St	44.48688514	-87.94036149
85	I-43	H	Exit 187: E Shore Dr	44.52581136	-87.98501749
86	I-43	H	Exit 189: Atkinson Dr	44.53988071	-88.02512033
87	I-90	A	Exit 3: Rose St	43.86415432	-91.23769219
88	I-90	A	Exit 4: US-53 / I-90 ALT	43.87371844	-91.21000231
89	I-90	A	Exit 5: WIS-16 / I-90 ALT	43.87657381	-91.18470082
90	I-90	A	Exit 12: County Rd C	43.89185559	-91.07530123
91	I-90	B	Exit 28: I-90 ALT	43.94152537	-90.76429654
92	I-90	B	Exit 48: Oakwood St	43.96272526	-90.37790319
93	I-90	C	Exit 55: County Rd C	43.92186393	-90.26255118

Site #	Corridor	Group	Exit Interchange/Intersection Name	Latitude	Longitude
94	I-90	C	Exit 61: WIS-80	43.88303508	-90.14768072
95	I-90	C	Exit 69: WIS-82 / Gateway Ave	43.79665362	-90.0568547
96	I-90	D	Exit 79: County Rd HH	43.71752929	-89.89400718
97	I-90	D	Exit 87: WIS-13	43.62426161	-89.79919481
98	I-90	D	Exit 89: WIS-23	43.58867621	-89.81040259
99	I-90	D	Exit 92: US-12	43.56979313	-89.77877999
100	I-90	E	Exit 108A: WIS-78	43.48785059	-89.49345883
101	I-90	E	Exit 115: County Rd CS	43.39183094	-89.46675396
102	I-90	F	Exit 131: WI-19	43.19458979	-89.34496173
103	I-90	F	Exit 132: US-51	43.17910915	-89.32454416
104	I-90	F	Exit 135C: High Crossing Blvd	43.13421688	-89.29416483
105	I-90	G	Exit 147: County Road N	43.00153893	-89.20064230
106	I-90	G	Exit 160: US-51 / WIS-73	42.87316192	-89.05606443
107	I-90	G	Exit 163: WIS-59	42.83591678	-89.02812383
108	I-90	G	Exit 171A: WIS-26 / Milton Ave	42.72484244	-88.99361892
109	I-90	G	Exit 171B: US-14 / I-90 ALT / I-39 ALT	42.71741964	-88.98477551
110	I-90	G	Exit 175: US-14 / E Racine St	42.67067897	-88.9834363
111	I-94	A	Exit 19: I-94 ALT	44.93758188	-92.37517743
112	I-94	A	Exit 28: State Rt 128	44.93339479	-92.19746919
113	I-94	A	Exit 41: N Broadway St	44.90699618	-91.93328684
114	I-94	A	Exit 45: County Rd B	44.90495528	-91.85547892
115	I-94	B	Exit 59: Partridge Rd	44.84299099	-91.60400728
116	I-94	B	Exit 68: State Road 93	44.76577263	-91.45909005
117	I-94	B	Exit 88: US-10	44.57917578	-91.20488012
118	I-94	C	Exit 105: WI-95	44.38714677	-91.00250432
119	I-94	C	Exit 115: US-12	44.3093359	-90.84276274
120	I-94	C	Exit 116: WIS-54	44.2961007	-90.82328987
121	I-94	D	Exit 267: WI-26	43.08665397	-88.76139577
122	I-94	D	Exit 282: Summit Ave	43.06879584	-88.47137553
123	I-94	E	Exit 333: Washington Ave	42.72564629	-87.95393633
124	I-94	E	Exit 340: Burlington Rd	42.61491958	-87.95228384
125	I-94	E	Exit 344: 75th St	42.56746048	-87.95273366
126	I-94	E	Exit 347: 104th St	42.5237631	-87.95183999
127	US-141	A	Chicken Shack Rd	44.8567343	-88.04842489
128	US-141	A	WIS-22	44.88665836	-88.04373085
129	US-141	A	County Rd A / W Main St	44.95062648	-88.03633006
130	US-141	B	County Rd B / US-141	45.05922429	-88.04690655
131	US-141	B	WIS-64	45.10922914	-88.01949129
132	US-141	B	South St	45.22443716	-87.99687155
133	US-141	B	Henriette Ave	45.23293181	-87.99642792
134	US-141	C	Van Buren Ave	45.37413148	-87.95186955
135	US-141	D	US-8	45.62303568	-87.99568994
136	US-141	D	Cedar St	45.637194	-87.985806
137	US-151	A	Exit 8: County Rd HH	42.61685964	-90.58645606
138	US-151	A	Exit 21: County Rd XX / US-151	42.73288915	-90.43403201
139	US-151	A	Exit 26: 1st Capitol Ave	42.74472044	-90.33851072
140	US-151	B	Exit 69: US-18 / Springdale St	43.00452143	-89.70286676

Site #	Corridor	Group	Exit Interchange/Intersection Name	Latitude	Longitude
141	US-151	C	Exit 132: WIS-33	43.45598414	-88.81561913
142	US-151	C	Exit 134: E Industrial Dr	43.47703743	-88.81549651
143	US-151	C	Exit 135: Gateway Dr	43.48687833	-88.81457721
144	US-151	C	Exit 144: WIS-26	43.60267457	-88.72542002
145	US-151	C	Exit 146: WIS-49 / I-41 ALT	43.63312721	-88.71495086
146	US-2	A	US-2/County Rd 27	46.55056076	-91.57691268
147	US-2	A	US-2/N Bohn St	46.56497805	-91.41394397
148	US-2	B	US-2/9th Ave W	46.58802478	-90.89392512
149	US-2	B	US-2/22nd Ave E	46.60446688	-90.85634468
150	US-2	C	US-2/Maple St	46.59252444	-90.65007478
151	US-41	A	Exit 173: Lineville Rd	44.59118215	-88.04854564
152	US-41	A	Exit 176: County Rd B	44.6350211	-88.04600258
153	US-41	A	Exit 185: County Rd D	44.7645529	-88.05076024
154	US-41	B	Exit 198: WIS-22 / Charles St	44.8919693	-87.89676839
155	US-41	B	Kasal Ln	45.05069722	-87.7998569
156	US-41	B	Exit 212: County Rd Y / US-41 / French St	45.05064941	-87.77374555
157	US-41	C	Roosevelt Rd	45.08251785	-87.66046431
158	US-41	C	Pierce Ave / Riverside Ave	45.09995813	-87.63077077
159	US-51	A	Exit 188: Rib Mountain Dr	44.91195956	-89.6508435
160	US-51	A	Exit 190: County Rd NN	44.93289153	-89.66434228
161	US-51	A	Exit 192: WIS-52	44.96057319	-89.66326711
162	US-51	A	Exit 194: Badger Ave / County Rd K	44.9893307	-89.65630787
163	US-51	A	Exit 205: County Rd Q	45.13193991	-89.63970319
164	US-51	A	Exit 208: WIS-64	45.17809621	-89.64686409
165	US-51	B	Country Club Rd	45.86301557	-89.70842583
166	US-51	B	Milwaukee St	45.87059009	-89.70990717
167	US-51	B	WIS-70	45.8876363	-89.70373688
168	US-51	B	WIS-47 / 1st Ave	45.89661596	-89.69788146
169	US-51	B	WIS-70	45.92070592	-89.69550451
170	US-51	C	Lakeview Ave	46.16562809	-90.06317468
171	US-51	C	Silver St	46.44987939	-90.18181177
172	US-53	A	Exit 110: State Rd 40	45.09945298	-91.50356062
173	US-53	A	Exit 118: W Main St	45.2033789	-91.57334149
174	US-53	A	Exit 126: County Rd I	45.30362592	-91.65819543
175	US-53	B	Exit 140: South Access Rd	45.47295166	-91.75862569
176	US-53	C	US-53/Oak Hill Rd (MM171 equivalent)	45.89957449	-91.82767899
177	US-53	D	US-53/W Hokah St (MM195 equivalent)	46.09980329	-91.83719035
178	US-53	E	US-53/E County Rd B (MM215 equivalent)	46.50311097	-91.83497077
179	US-53	E	US-53/50th Ave E (MM230 equivalent)	46.67782085	-92.01054527
180	US-53	E	US-53/22nd Ave E (MM232 equivalent)	46.70661554	-92.04740286
181	US-8	A	US-8/Glacier Dr	45.39730799	-92.6059388
182	US-8	A	US-8/208th St	45.39730559	-92.5853918
183	US-8	A	US-8/Prosser Ave	45.39535291	-92.15510596
184	US-8	B	US-8/S 3rd St	45.40147195	-91.85406885
185	US-8	B	US-8/E Main St	45.40854569	-91.73541743
186	US-8	C	US-8/5th St	45.42263015	-91.41110451
187	US-8	C	US-8/N Main St	45.45510602	-91.27365018

Site #	Corridor	Group	Exit Interchange/Intersection Name	Latitude	Longitude
188	US-8	D	US-8/WI-27	45.4651076	-91.11111807
189	US-8	D	US-8/Main St	45.51495508	-90.71470418
190	US-8	E	US-8/Granberg Rd	45.55001236	-90.31147281
191	US-8	E	US-8/County Road A	45.55315701	-90.29052392
192	US-8	F	US-8/WI-47	45.63126296	-89.43752644
193	US-8	F	US-8/County Road G	45.61964685	-89.40895974
194	US-8	G	US-8/WI-32	45.55926966	-88.67513388
195	US-8	H	US-8/WI-101	45.65825501	-88.44678349
196	WI-29	A	Exit 69: WI-29/60th St	44.89385615	-91.54990709
197	WI-29	A	Exit 75: A: US-53	44.89277814	-91.42051733
198	WI-29	A	Exit 91: WI-27	44.93762196	-91.14689893
198	WI-29	B	Exit 101: County Rd H	44.95166994	-90.93829479
199	WI-29	B	Exit 108: WI-73	44.95137455	-90.80241756
200	WI-29	C	Exit 132: WI-13	44.93279549	-90.31656068
201	WI-29	E	Exit 185: County Rd Y	44.88163496	-89.34461231
202	WI-29	E	Exit 195: US-45	44.8334596	-89.16934624
203	WI-29	F	Exit 225: WI-22	44.75461387	-88.61452357
204	WI-29	F	Exit 234: WI-117	44.72719203	-88.44640483
205	WI-29	F	WI-29/N Taylor St (MM 258 equiv.)	44.53485236	-88.07336182

APPENDIX B

Round 1 Awarded Site Locations

Round of Contracting	Site Name	AFC Gap	Address	Latitude	Longitude	Contract Type	Award Amount	Estimated Date of Operation
Round 1	Citgo	I-39 A	N4190 Crossroads Clinic Rd, Oxford, WI 53952	43.79197407	-89.48711682	SEP-14	$553,582.86	Q3 2025
Round 1	Kwik Trip #202	I-39 C	5339 Harding Ave, Plover, WI 54467	44.42750136	-89.51543956	SEP-14	$351,941.40	Q4 2025
Round 1	Quality Inn Central Wisconsin Airport	I-39 D	400 Orbiting Dr, Mosinee, WI 54455	44.78323950	-89.68165509	SEP-14	$582,428.00	Q3 2025
Round 1	Holiday Inn Express Milwaukee	I-41 B	11111 W North Ave, Wauwatosa, WI 53226	43.05877917	-88.05157685	SEP-14	$422,280.00	Q2 2025
Round 1	Kwik Trip #1013	I-41 C	2900 State Highway 167, Richfield, WI 54303	43.25166812	-88.18468510	SEP-14	$300,935.40	Q3 2025
Round 1	Kwik Trip #1176	I-41 D	168 N Pioneer Rd, Fond du Lac, WI 54935	43.78349202	-88.48084407	SEP-14	$542,324.56	Q2 2026
Round 1	Kwik Trip #457	I-41 E	2400 S Washburn St, Oshkosh, WI 54904	43.98935214	-88.58595043	SEP-14	$328,678.40	Q3 2026
Round 1	BP	I-41 F	1126 Main St, Neenah, WI 54956	44.18944975	-88.48622813	SEP-14	$422,280.00	Q3 2025
Round 1	Oneida Casino	I-41 G	2522 W Mason St, Green Bay, WI 54303	44.52501005	-88.09562937	SEP-14	$405,892.80	Q4 2025
Round 1	Kwik Trip #1046	I-43 A	408 S Wright St, Delavan, WI 53115	42.62929471	-88.62622922	SEP-14	$505,153.15	Q4 2025
Round 1	Tesla Supercharger	I-43 C	4777 S 27th St, Greenfield, WI 53221	42.95734551	-87.95219903	SEP-14	$274,763.00	Q4 2025
Round 1	Residence Inn by Marriott Milwaukee	I-43 D	7003 N Port Washington Rd, Milwaukee, WI 53217	43.14463355	-87.91472063	SEP-14	$308,395.00	Q3 2025
Round 1	Sleep Inn & Suites	I-43 E	3912 Motel Rd, Sheboygan, WI 53081	43.67440723	-87.75895663	SEP-14	$465,212.00	Q2 2025
Round 1	Shell	I-43 F	1701 S 41st St, Manitowoc, WI 54220	44.07861999	-87.69879623	SEP-14	$530,928.09	Q3 2025
Round 1	Festival Foods	I-43 H	2534 Steffens Court, Green Bay, 54311	44.46766075	-87.95730289	SEP-14	$505,142.59	Q3 2025
Round 1	Kwik Trip #762	I-90 A	1133 George St W, La Crosse, WI 54603	43.85904769	-91.23982472	SEP-14	$328,038.40	Q3 2025
Round 1	Road Ranger	I-90 B	102 E Woody St, Tomah, WI 54660	43.96397936	-90.37564922	SEP-14	$972,455.51	Q4 2025

Round of Contracting	Site Name	AFC Gap	Address	Latitude	Longitude	Contract Type	Award Amount	Estimated Date of Operation
Round 1	Kwik Trip #1205	I-90 D	1171 Wisconsin Dells, WI Pkwy S, Baraboo, WI 53913	43.57559429	-89.77713782	SEP-14	$418,061.54	Q2 2025
Round 1	BP	I-90 E	5800 Kinney Rd, Portage, WI 53901	43.48916638	-89.49722318	SEP-14	$544,000.00	Q4 2024 or Q2 2025
Round 1	Shell	I-90 F	6162 US Hwy 51, Deforest, WI 53532	43.18295769	-89.32365462	SEP-14	$532,919.43	Q3 2025
Round 1	Edgerton Truck Stop	I-90 G	568 Haugen Rd, Edgerton, WI 53534	42.87041194	-89.05554066	SEP-14	$637,469.62	Q4 2024 or Q2 2025
Round 1	Tesla Supercharger	I-90 G	3222 US-14, Janesville, WI 53546	42.71488778	-88.97945095	SEP-14	$359,776.00	Q4 2025
Round 1	Kwik Trip #593	I-94 A	319 Oak Ave, Menomonie, WI 54751	44.90415965	-91.93415640	SEP-14	$91,411.20	Q4 2024
Round 1	Kwik Trip #1709	I-94 C	151 Interstate Rd N, Hixton, WI 54635	44.38509242	-91.00784497	SEP-14	$328,678.40	Q2 2027
Round 1	Pine Cone Travel Plaza	I-94 D	665 Linmar Ln, Johnson Creek, WI 53038	43.08858518	-88.76208872	SEP-14	$422,280.00	Q2 2025
Round 1	Kwik Trip #296	I-94 E	10215 120th Ave, Pleasant Prairie, WI 53158	42.52577382	-87.94742072	SEP-14	$303,000.40	Q2 2025
Round 1	Kwik Trip #184	I-94	2001 Golf Rd, Pewaukee, WI 53072	43.04896214	-88.25702865	SEP-14	$351,941.40	Q2 2025
Round 1	Kwik Trip #1101	US-141 B	212 S US Highway 141, Crivitz, WI 54208	45.22331841	-87.99549447	SEP-14	$380,034.40	Q3 2026
Round 1	Exxon	US-141 C	530 State Hwy 180, Wausaukee, WI 54177	45.36743164	-87.95146245	SEP-14	$527,697.00	Q4 2024
Round 1	Menards	US-151 A	1700 Progressive Pkwy, Platteville, WI 53818	42.73700129	-90.44041786	SEP-14	$505,142.59	Q4 2025
Round 1	Kwik Trip #1130	US-151 B	9255 Ridgeview Rd, Mount Horeb, WI 53572	43.00623760	-89.70187800	SEP-14	$486,030.12	Q4 2024
Round 1	Kwik Trip #400	US-151 C	2006 N Spring St, Beaver Dam, WI 53916	43.48629929	-88.81820169	SEP-14	$501,379.16	Q4 2026
Round 1	Twin Gables Café Lounge	US-2 A	13992 E US HWY 2, Brule, WI 54820	46.55059755	-91.57481500	SEP-14	$515,045.00	Q3 2025
Round 1	Kwik Trip #110	US-2 B	1814 Lake Shore Dr W, Ashland, WI 54806	46.58288012	-90.90522377	SEP-14	$91,411.20	Q4 2024
Round 1	Kwik Trip #574	US-41 C	2103 Hall Ave, Marinette, WI 54143	45.09955538	-87.63554560	SEP-14	$303,000.40	Q4 2025

Round of Contracting	Site Name	AFC Gap	Address	Latitude	Longitude	Contract Type	Award Amount	Estimated Date of Operation
Round 1	Kwik Trip #322	US-51 A	1440 W Campus Dr, Wausau, WI 54401	44.98785562	-89.65283709	SEP-14	$303,000.40	Q3 2025
Round 1	Snow's Family Market	US-51 C	5126 US-51, Mercer, WI 54547	46.16369534	-90.05644248	SEP-14	$567,596.00	Q3 2025
Round 1	Kwik Trip #210	US-53 A	1506 Black Ave, Eau Claire, WI 54703	44.83348981	-91.44805432	SEP-14	$302,410.40	Q4 2026
Round 1	South Ridge Shopping Plaza	US-53 B	2500 S Main St, Rice Lake, WI 54868	45.47402702	-91.73730759	SEP-14	$505,142.59	Q3 2025
Round 1	KornerStores Inc	US-53 D	1030 W Hokah St, Minong, WI 54859	46.10076860	-91.83946510	SEP-14	$505,142.59	Q2 2025
Round 1	KornerStores Inc	US-53 E	9050 E County Rd B, Hawthorne, WI 54842	46.50295255	-91.83340347	SEP-14	$505,142.59	Q2 2025
Round 1	Kwik Trip #1137	US-8 A	2072 US Highway 8, Saint Croix Falls, WI 53214	45.39782934	-92.58447887	SEP-14	$525,420.03	Q4 2026
Round 1	Kwik Trip #922	US-8 B	201 S 1st St, Cameron, WI 54822	45.40721269	-91.73472252	SEP-14	$302,410.40	Q2 2026
Round 1	Fairbridge Inn Express Ladysmith	US-8 D	800 College Ave, Ladysmith, WI 54847	45.45521174	-91.10802416	SEP-14	$531,542.00	Q2 2025
Round 1	Culver's	US-8 F	620 W Kemp St, Rhinelander, WI 54501	45.63309531	-89.43166516	SEP-14	$879,169.60	Q4 2024 or Q2 2025
Round 1	Potawatomi Fire Side Market	US-8 G	5326 Fire Keeper Rd, Crandon, WI 54520	45.56900901	-88.85027417	SEP-14	$409,602.40	Q4 2024
Round 1	Corner Store	US-8 H	497 US-8, Armstrong Creek, WI 54103	45.65811345	-88.44651826	SEP-14	$588,178.00	Q3 2025
Round 1	Kwik Trip #1267	WI-29 A	1267 Chippewa Crossing Blvd, Chippewa Falls, WI 54729	44.92160289	-91.36854239	SEP-14	$104,659.20	Q4 2024
Round 1	Express Mart	WI-29 B	602 S Washington St, Thorp, WI 54771	44.95456549	-90.80073548	SEP-14	$505,142.59	Q3 2025
Round 1	Kwik Trip #885	WI-29 C	301 Elderberry Rd, Abbotsford, WI 54405	44.92889148	-90.31277839	SEP-14	$311,260.40	Q3 2026
Round 1	BP	WI-29 E	401 State Rd, Hatley, WI 54440	44.88148760	-89.33725903	SEP-14	$728,063.20	Q4 2025
Round 1	Kwik Trip #621	WI-29 F	102 Express Way, Bonduel, WI 54107	44.72991404	-88.44705736	SEP-14	$326,438.40	Q2 2026
Round 1	Kwik Trip #700	WI-29 F	1871 Shawano Ave, Green Bay, WI 54303	44.53542313	-88.07371479	SEP-14	$326,438.40	Q3 2025

Figure B-1: Round 1 WEVI Awarded Sites