



**DATE:** January 9, 2024

**TO:** Assembly Committee on Utilities and Technology

**FROM:** Allison Carlson, Executive Director, Wisconsin Local Government Climate Coalition

**RE:** Information-Only Testimony Related to AB 846 and AB 847

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Thank you for the opportunity to provide testimony for information purposes on AB 846 and AB 847. My name is Allison Carlson, and I am the Executive Director of the Wisconsin Local Government Climate Coalition ([www.wlgcc.org](http://www.wlgcc.org)). The Coalition provides a coordinated voice for local governments pursuing clean energy goals, and member communities represent over one out of three residents in every geographic region in the state.

Wisconsin Local Government Climate Coalition members understand the significance of the NEVI funding, the barriers within current state statutes related to charging by the kilowatt-hour, and the importance of growing the EV charging network across the state. Indeed, many of our members have been early adopters in the effort to install EV chargers and make them available to the public. **In my testimony today I will speak to some of the potential effects of these bills on local communities if they pass as well as if they do not pass.**

### **Economic Impacts**

While EVs are only 0.1% of total vehicle registrations in 2023, the Wisconsin Department of Transportation (WisDOT) projects that by 2050, 31% of registrations (representing almost 1.9 million vehicles) in Wisconsin will be electric.<sup>1</sup> The U.S. Department of Transportation (U.S. DOT) reports that EV charging stations offer many benefits to local communities, including businesses and individual residents.<sup>2</sup> These include the following areas outlined below.

- **Impact on economy and jobs:** EV charging stations require engagement from several parts of the economy, all of which could bring economic benefits to the state in terms of jobs and revenue. These include manufacturing, supply chains, contractor installations, and maintenance over time. For example, in August, charging station manufacturer, Ingeteam, announced it would expand its production facilities in Milwaukee, with a plan

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<sup>1</sup> Wisconsin Electric Vehicle Infrastructure Plan, 2023. Table 3-5, page 3-55.  
[\[https://wisconsindot.gov/Documents/projects/multimodal/2023weviplanupdatefinal.pdf\]](https://wisconsindot.gov/Documents/projects/multimodal/2023weviplanupdatefinal.pdf).

<sup>2</sup> U.S. Department of Transportation, Benefits to Communities.  
[\[https://www.transportation.gov/rural/ev/toolkit/ev-benefits-and-challenges/community-benefits\]](https://www.transportation.gov/rural/ev/toolkit/ev-benefits-and-challenges/community-benefits).

to deploy 500,000 chargers across the nation's highways and add 100 new jobs in Milwaukee.<sup>3</sup>

- **Impact on retail and main street businesses:** Refueling stops are often combined with other errands, like visits to neighboring stores and shops. Analysis by ChargePoint shows that by providing charging stations, customer dwell time increased by 50% and resulted in an average spend of \$1 per minute.<sup>4</sup>
- **Impact on individual pocketbooks:** EVs have lower fuel and maintenance costs compared to gas-fueled vehicles that yield savings over time. The U.S. DOT reports that on average, EV maintenance costs are up to 50% lower than gasoline-powered vehicles, and EV fuel costs can result in savings of over \$700 per year.<sup>5</sup>

**Also related to economic impacts, some of our members, including City of Eau Claire, Eau Claire County, and the City of Milwaukee, own legacy charging stations that are available to the public and currently charge a fee to EV drivers for their use.** The City of Eau Claire owns a level 2 and a level 3 charging station, both of which charge fees, and Eau Claire County and the City of Milwaukee own level 2 stations which also charge fees to the public. These current economic arrangements allow them to recoup their investments and ongoing costs while directing these fees to EV drivers specifically. AB 846 does not address these legacy systems. If this bill passes as currently drafted, the effect may be that these local governments are not able to recoup their costs.

## Clean Energy Impacts

As noted, many of our members have clean energy goals and plans in place, and all members are working to bring the benefits of a clean energy economy to their communities. As you know, local governments are reliant on the state government and legislature to provide the structure and tools to facilitate growth. Bringing clarity to current state statutes, such as who is allowed to own charging stations and charge by the kWh, if enacted through these bills, will have the effect of bringing further clarity to the market. Expanding the ability to charge by the kWh to entities beyond utilities opens up the market and offers access to funding like the NEVI program. If these bills do not pass, there will continue to be confusion in the market and Wisconsin will lose a significant source of funding to support the market.

In summary, these bills have the potential to speed up the adoption of EVs, contributing to the achievement of local clean energy goals. They could also result in additional jobs and revenue

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<sup>3</sup> Ingeteam announces the manufacture of EV charging stations in Milwaukee to meet the growing demand in the American market, Aug 5, 2023. [\[https://www.ingeteam.com/Pressroom/Corporate/tabid/1574/articleType/ArticleView/articleId/3513/Ingeteam-announces-the-manufacture-of-EV-charging-stations-in-Milwaukee-to-meet-the-growing-demand-in-the-American-market.aspx\]](https://www.ingeteam.com/Pressroom/Corporate/tabid/1574/articleType/ArticleView/articleId/3513/Ingeteam-announces-the-manufacture-of-EV-charging-stations-in-Milwaukee-to-meet-the-growing-demand-in-the-American-market.aspx).

<sup>4</sup> Leading Retailer Partners with ChargePoint to Attract and Retain Loyal Customers. [\[https://www.chargepoint.com/files/casestudies/cs-retail.pdf\]](https://www.chargepoint.com/files/casestudies/cs-retail.pdf).

<sup>5</sup> Individual Benefits of Rural Vehicle Electrification, U.S. DOT. [\[https://www.transportation.gov/rural/ev/toolkit/ev-benefits-and-challenges/individual-benefits\]](https://www.transportation.gov/rural/ev/toolkit/ev-benefits-and-challenges/individual-benefits)

for Wisconsin businesses and savings over time for individual household budgets. However, additional clarity is needed for how to treat legacy investments in charging infrastructure made by local governments so they can recoup their costs. If these bills do not pass, continued economic growth related to EV investments will likely be limited or slow to develop.

Thank you for your consideration as you make decisions on this critical topic for Wisconsin's future.

Sincerely,

A handwritten signature in cursive script, appearing to read "Allison Carlson".

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