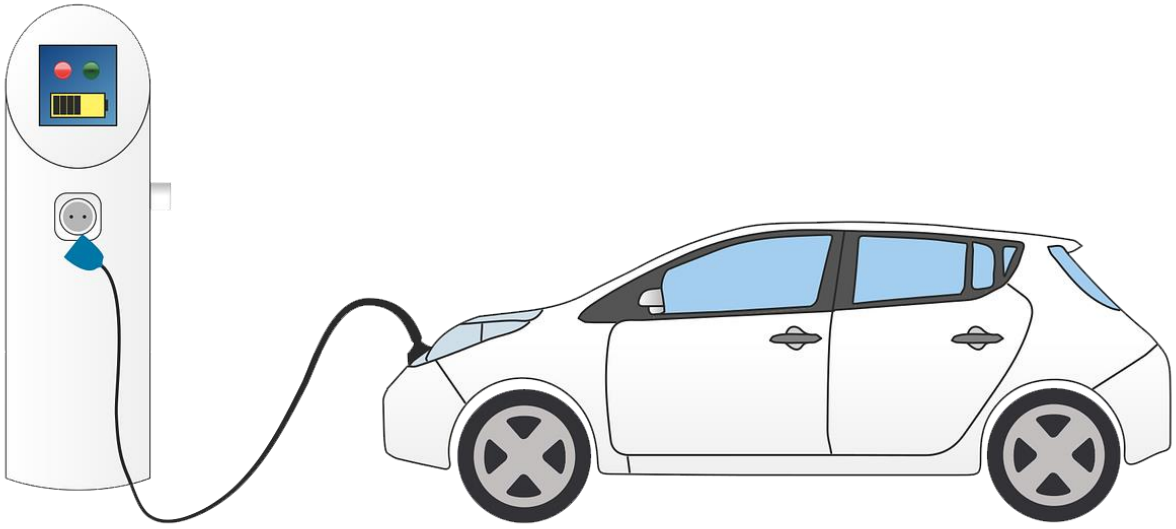
Electric Vehicle Infrastructure Economic Development Guide

Leveraging public funds for EV infrastructure in private development



Prepared by:
City of Stevens Point, Wisconsin
Department of Community Development
Ryan J. Kernosky, Director
Adam Kuhn, Associate Planner
715-346-1567
CommunityDevelopment@stevenspoint.com

Project Date 03/2022

Background

Electric Vehicles (EV) are becoming more common place in the United States, Wisconsin, and locally. It is expected that by 2030, nearly 19 million EVs may be on the road in the United States, representing a market share of 10 percent[1]. As part of the changing trends, the City of Stevens Point is seeking to take a proactive approach in addressing future EV infrastructure needs, especially when public funds are utilized for private development through tax increment financing.

This document is designed to be a guiding policy document for EV infrastructure in the City of Stevens Point, with one main goal:

"To increase the number of, and level of, electric vehicle charging infrastructure throughout the City of Stevens Point through the use of public funds for private developments."

Strategic location placement for EV infrastructure is critically important. Serious consideration needs to be given to ensuring the public has full access to EV infrastructure, especially as the City invests public funds in this critical infrastructure. It is recommended that the City adopt a planning document to ensure that future EV infrastructure is properly planned for and appropriately placed.

This document is a policy guidebook, meant to guide developers and City staff towards a more sustainable future in which EVs are a central part of our transportation infrastructure. By leveraging public funding for projects to include EV infrastructure, the City is planning for our future.

Existing EV Infrastructure & Future Planning Considerations

The City of Stevens Point has existing EV infrastructure within the community. Several Level 1 and Level 2 chargers exist as of the project date of this policy document.

Level 1 chargers utilize a common 120-volt household outlet and can charge an EV between 3 and 5 miles every hour[2]. Level 1 chargers are common in residential homes and apartment complexes throughout the United States, but typically do not charge fast enough for a traveler. Battery sizes in full EV's are larger, so Level 1 chargers should be utilized for hybrid vehicles.

Level 2 chargers are considered more commonplace for daily EV charging, and can charge between 12 and 80 miles per hours of charge. Level 2 chargers are commonplace in residential homes, apartment complexes, and offices/shopping

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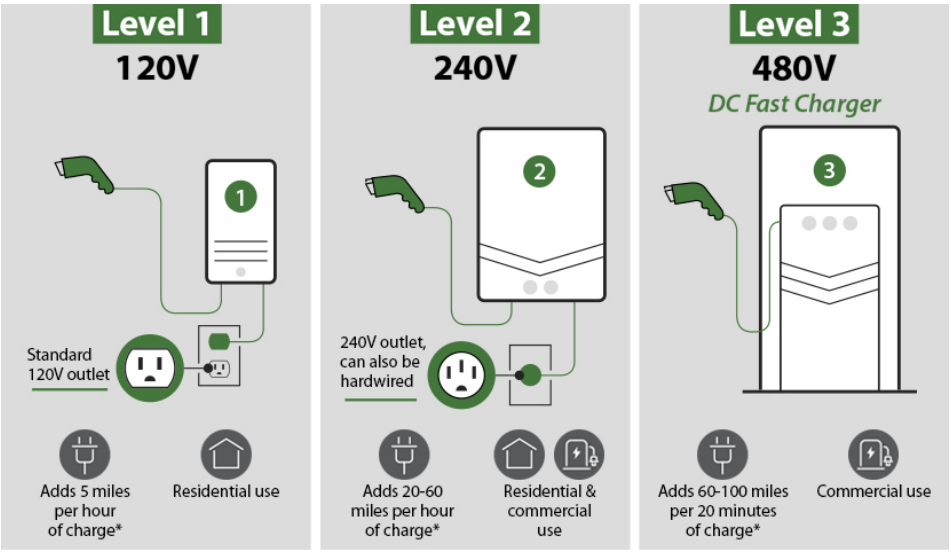
[1] https://www.energystar.gov/sites/default/files/asset/document/Comm%20Buildings%20and%20EV%20Charging.pdf

[2] https://www.forbes.com/wheels/advice/ev-charging-levels/

centers, and can be utilized by travelers seeking to charge their vehicle. Level 2 chargers do require 100-amp 240 volt dedicated circuit.

Level 3 chargers are considered the fastest type of charger for travelers and can charge between 3 and 20 miles per minute of charge. Level 3 chargers utilize direct current voltage, as opposed to Level 1 and 2 chargers that utilize alternating current voltage to provide electricity to the EV. Level 3 chargers are expensive to install and are not commonplace in residential, apartment, or commercial districts. Level 3 chargers are typically found along major interstate highways and are clustered for a traveler seeking to recharge their EV quickly.



Source 1: https://www.cenhud.com/en/my-energy/electric-vehicles/how-to-charge/

The existing infrastructure identified below is considered available to the public. Private or 'guest only' infrastructure is not included in this table.

Charger Level	Charger Type	Address
Level 1	NEMA520 1 unit	Kwik Trip #691 1600 Maria Drive Stevens Point, WI 54481
Level 1	NEMA520 1 unit	Kwik Trip #863 5311 Old Hwy 18 Stevens Point, WI 54482
Level 1	NEMA520 1 unit	Kwik Trip #183 3258 Church Street Stevens Point, WI 54481
Level 1	Wall Plug 1 unit	Stevens Point Auto Center 3733 Stanley Street Stevens Point, WI 54481
Level 2	J1772 2 units	UWSP Lot T 2116 4th Avenue Stevens Point, WI 54481

Level 2	J1772 2 units	UWSP Lot Y 1730 Portage Street Stevens Point, WI 54481
Level 2	J1772 4 units	Mid-State Technical College 1001 Center Point Drive Stevens Point, WI 54481
Level 2	J1772 2 units	Schmeeckle Reserve 2419 Northpoint Drive Stevens Point, WI 54481
Level 2	J1772 1 unit	Stevens Point Nissan 301 Green Avenue Stevens Point, WI 54481
Level 2	J1772 1 unit	Stevens Point Auto Center 3733 Stanley Street Stevens Point, WI 54481
Level 2	Tesla Chargers 2 units	Municipal Lot #7 1440 Third Street Stevens Point, WI 54481

New infrastructure should be considered depending on the location and accessibility. Special focus on ARPA infrastructure grant funding has been for new EV infrastructure within one mile of major highway systems. Figure 1 identifies areas within one mile of Interstate 39/Hwy 51 and Hwy 10, and includes existing TIF districts. TIF districts 5, 7, 8, 9, 11fall within the one mile radius and should be a focus while negotiating public funds in private developments to include EV infrastructure.

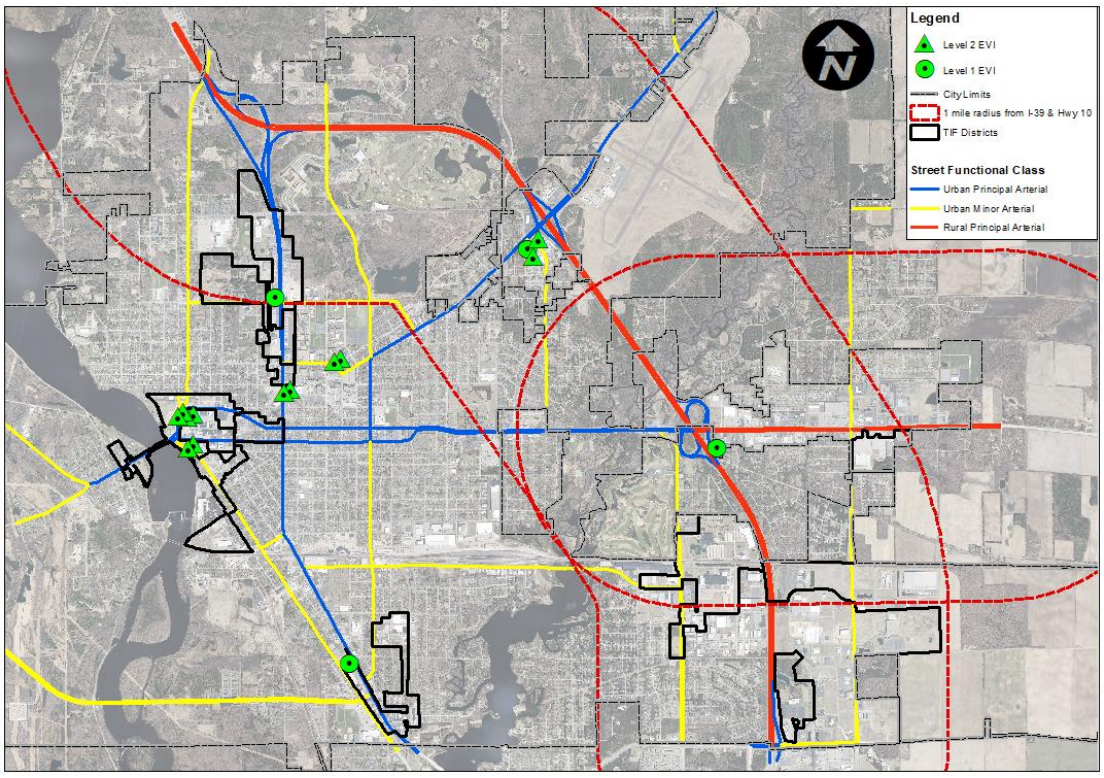
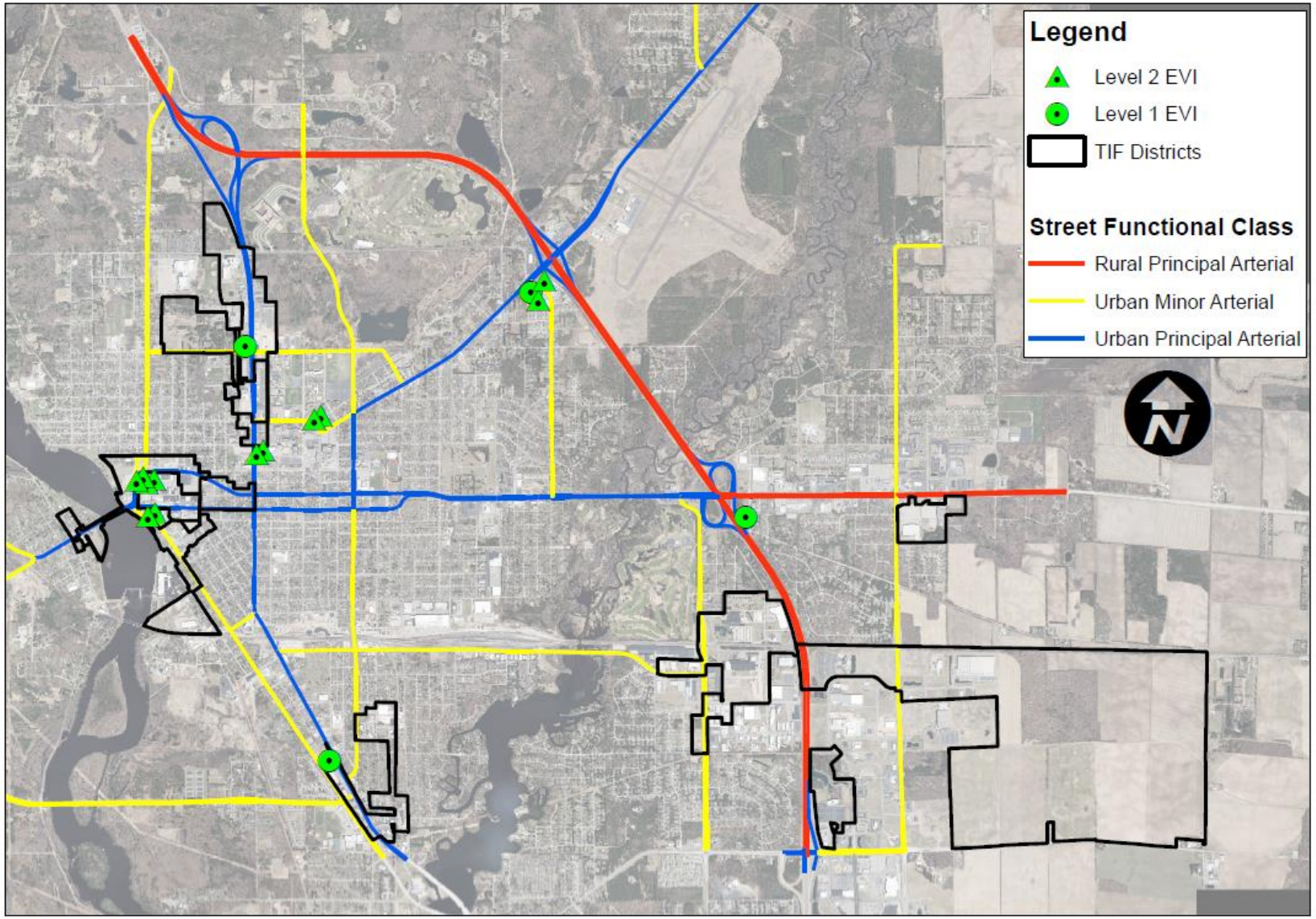


Figure 1 Map of 1 Mile Radius around Major Roadways

Existing EV Infrastructure with TIF Districts



Public Funding for Private Development

Economic development efforts often require the City to leverage tax increment finance (TIF) incentives to developers to justify the "*but for*" clause in large projects. These projects include various mixed-use developments, downtown redevelopment efforts, and large-business incentives. Because of the strategic location of these projects, namely in the downtown area and near heavily trafficked corridors (US-51/I-39 and Hwy-10), the City's approach to incentives, especially 'up front incentive' shall include the need for EV infrastructure in new projects. The type of EV infrastructure shall be determined based upon the use of the development and the number of units shall be determined by the number of parking stalls as outlined below.

Table 1: Required EV Infrastructure for TIF Funded Projects

USE	EV INFRASTRUCTURE LEVEL	# OF STALLS
MID-DENSITY RESIDENTIAL	Level 1 AND Level 2	See table 2
HIGH DENSITY RESIDENTIAL & MIXED-USE	Exclusively Level 2	See table 2
COMMERCIAL/OFFICE/MANUFACTURING	Exclusively Level 2	See table 2

Table 2: Minimum Required EV Infrastructure based on Parking Stalls

	MINIMUM ELECTRIC VEHICLE CHARGING SPACES	
NUMBER OF PARKING STALLS	Multiple-Family Residential Uses & Mixed Uses	Non-Residential Uses
0-5	0	0
6-25	1	1
26-50	2	3
51-75	3	5
76-100	4	8
101+	5% of total stalls provided	10% of total stalls provided

EV infrastructure should be developed in public spaces or property when able. If a public parking lot or public property exists within the TIF District in which the incentivized project is occurring, the developer shall cover the costs of the EV infrastructure on the public property. If private property is to be involved, proper access agreements and/or easements shall be included as part of a development agreement, or as part of a separate agreement. Revenue sharing and expenses shall also be considered as part of the project. Proper building and zoning permits shall be obtained prior to commencement of installation.

The Council may choose to exempt this policy on developments. If a developer seeks an exemption to this policy, they shall provide written justification to the Council for their consideration.

Conclusion

Leveraging public funds in private development is a common practice throughout the United States. Historically, public funds have been provided to the developer with limited requirements. Working through the process of requiring critical EV infrastructure in projects that have public funds as part of the incentive project is a win-win for the City and the developer.

Developer & Public Contacts:

Ryan Kernosky, Director of Community Development
rkernosky@stevenspoint.com
715-346-1567

Adam Kuhn, Associate Planner-Zoning Administrator
akuhn@stevenspoint.com
715-346-1567