



131 W. Wilson St., Suite 505  
Madison, Wisconsin 53703  
phone (608) 267-2380; (800) 991-5502  
fax: (608) 267-0645  
league@lwm-info.org; www.lwm-info.org

To: Assembly Committee on Energy and Utilities  
From: Toni Herkert, Government Affairs Director, League of Wisconsin Municipalities  
Date: December 7, 2021  
RE: Assembly Substitute Amendment 2 to AB 588 – Fees, Installation, and Operation of Electric Vehicle Charging Stations

Chairman Kuglitsch, Vice Chair Steffen, and members of the Energy and Utilities Committee,

The League of Wisconsin Municipalities, representing nearly 600 municipalities, both large and small, originally supported AB 588, the electric vehicle charging station legislation offered by Representative VanderMeer and Senator Cowles. However, if the substitute amendment, which precludes municipalities from owning, operating, managing, leasing, or controlling charging facilities, is adopted on Wednesday at your executive session, we will be modifying our registration to oppose the bill.

The substitute amendment would allow municipal involvement in three specific cases including:

1. Municipalities could work with a third party, such as a business or investor-owned utility, to place EV charging facilities on municipal property, including parking garages, parks, libraries and city hall, for use by the public.
2. Municipal electric utilities, of which there are 80 statewide (out of 604 cities and villages), would be allowed to own and operate EV charging stations under certain conditions.
3. Finally, the amendment would allow communities to own and operate EV charging stations to be used solely for the purpose of recharging municipal fleets.

The League appreciates the consideration of municipalities and municipal properties in the substitute amendment drafting process, however, the end result is not a package we can support. A complete prohibition against municipalities owning, operating, managing, leasing, or controlling EV charging facilities does not allow for all areas of the state to be reliably served with charging facilities. Limiting entities that can provide charging facilities will simply result in the most profitable areas, where the market dictates successful investment, to be reliably served. We do not want electric vehicle charging opportunities to mirror the lack of market incentives witnessed for broadband investment in rural areas, it will again be those smaller and more rural communities that will be most impacted and under or unserved.

We believe the prohibition against municipal ownership of EV charging stations is short sighted, especially in light of the federal infrastructure dollars that have been targeted to states and localities for the build out of EV charging facilities. In order to design and develop a reliable network of EV charging facilities, including in areas where costs may outweigh benefits and thus not attract private business investment, municipalities must have the option to be part of the roadmap for delivering services to municipal residents, tourists and to support small main-street businesses.

The League supports the original legislation without Assembly Substitute Amendment 2 and asks committee members to vote down the substitute and vote in favor of the simpler original bill. Thank you for your consideration. If you have any questions, please feel free to reach out to me at your convenience at [therkert@lwm-info.org](mailto:therkert@lwm-info.org).

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