VILLAGE OF MCFARLAND **Sustainability & Natural Resources Committee** *NOTICE OF PUBLIC MEETING*

Monday, June 9, 2025 **6:00 PM** **McFarland Municipal Center**
5915 Milwaukee St, McFarland
Community Room

AGENDA

The public may attend in-person or remotely through the Zoom webinar or telephone options listed below. *Please Note: Virtual attendance is offered as a convenience, but technical difficulties beyond the Village's control may prevent or limit its availability at any meeting. The public is encouraged to attend the meeting in person to assure full access to the proceedings.*

PLEASE CLICK THE LINK BELOW TO JOIN THE ZOOM WEBINAR:
https://us02web.zoom.us/j/86843249644
Or by Telephone: +1 (312) 626-6799
Webinar ID: 868 4324 9644
Press *9 to raise/lower hand. Press *6 to mute/unmute.

1. CALL TO ORDER, ROLL CALL.

2. PUBLIC APPEARANCES.
   a. This is an opportunity for members of the public to address the Sustainability and Natural Resources Committee for items that are not on the agenda. Please remember this is a hybrid meeting conducted in person and through the Zoom online meeting platform. Meeting attendees wishing to address the Committee about items not on the agenda may do so at this time. Zoom attendees should type their name and address in the Question and Answer feature within the Zoom online meeting platform at this time. Members of the public who are present in person and wish to address the Committee should fill out a public comment form and turn into the meeting chairperson. When you are called upon to speak, state your name, address, and provide your comments to the Committee for their consideration. Please adhere to the 3-minute time limit. Additionally, you may send your public comments to sustainability@mcfarland.wi.us to be included as part of the meeting.

      Members of the public may also speak during their selected agenda item as they designate on the public comment form or in the Question and Answer feature on Zoom.

3. APPROVAL OF MINUTES.
   a. Motion to approve the minutes of the April 14, 2025, Sustainability & Natural Resources Committee meeting.

4. BUSINESS.
   a. Discussion and action to make a recommendation to the Village Board regarding adding public electric vehicle charging stations within 2026-2030 Capital Improvement Plan.

   b. Discussion and action on a recommendation to the Village Board to submit a Charge Up Dane County grant application.

5. SCHEDULE NEXT MEETING DATE.
   a. Monday, July 14, 2025, at 6:00 p.m.

6. ADJOURNMENT.

Any person who has a qualifying disability as defined by the Americans with Disabilities Act that requires the meeting or materials at the meeting to be in an accessible location or format should contact the McFarland Municipal Center at (608)838-3153, 5915 Milwaukee Street, McFarland, Wisconsin, or village.clerk@mcfarland.wi.us by 2:00 p.m. at least 5 business days prior to the meeting so that any necessary arrangements can be made to accommodate each request. If the meeting or request is less than 5 business days from the meeting, requests for accommodations may still be made and reasonable efforts will be made to accommodate each request.

Minutes
Sustainability & Natural Resources Committee Meeting
April 14, 2025

Committee Members Present:	Miguel Pena, Alisa Leamy, Lori Whitman, Michael Allen
Committee Members Absent:	None
Staff Present:	Andrew Bremer, Community and Economic Development Director; Sayer Larson, Parks Superintendent; Kong Thao, Associate Planner; Phil McDade, Utility Clerk

1. CALL TO ORDER

   Committee Chairman Miguel Pena called the joint meeting to order at 6 p.m.

2. PUBLIC APPEARANCES.

   No public appearances.

3. APPROVAL OF MINUTES

   a. Motion to approve the minutes of the March 10, 2025 Sustainability & Natural Resources Committee meeting.

   Motion by Allen, second by Whitman, to approve the minutes of the March 10, 2025, Sustainability & Natural Resources Committee meeting. Motion carried 4-0.

4. BUSINESS

   a. **Update on 2025 Arbor Day celebration.**

   Larson presented information on the village's Arbor Day celebration, slated for April 25 at the Lewis Park shelter. Scheduled events include information on proper tree planting and providing free tree saplings.

   b. **Discussion and recommendation to the Village Board regarding a proposal from HGA to complete a Net Zero Energy Measurement and Verification Energy Audit for the Public Safety Center.**

   Thao discussed with committee members the recommendation from HGA consultant Alex Harris to conduct a full-year energy audit of the Public Safety Center to receive certification of the building as a net zero energy user. Motion by Pena, seconded by Leamy, to recommend to the Village Board approval of a proposal from HGA to complete a Net Zero Energy Measurement and Verification Energy Audit for the Public Safety Center. Motion carried 4-0.

c. **Discussion and recommendation to the Village Board regarding the Village's existing Office of Energy Innovation Grant Agreement for the Public Safety Center.**

The committee discussed with Harris the village's OEI grant, which the village hopes to use for energy efficiencies at the village's planned Community Center at the current Municipal Center building. Pena motioned, Whitman seconded, to recommend to the Village Board amending the existing Office of Energy Innovation Grant agreement for the Public Safety Center to an Energy Source System project only. Motion carried 4-0.

5. SCHEDULE NEXT MEETING DATE.

   a. Monday, May 12, 2025 at 6:00 p.m.

6. ADJOURNMENT.

   Leamy motioned to adjourn; Allen seconded. Motion carried by unanimous consent. Meeting adjourned at 6:55 p.m.

VILLAGE OF
McFarland

SUMMARY SHEET

MEETING DATE: **Monday, June 9, 2025**

SECTION: **Business**

DEPARTMENT: **Community Development**

CONTACT: **Kong Thao, Associate Planner**

AGENDA ITEM: **Discussion and action to make a recommendation to the Village Board regarding adding public electric vehicle charging stations within 2026-2030 Capital Improvement Plan.**

PREVIOUS ACTION:

ISSUE SUMMARY:
The discussion of the agenda item provides research and background information to establish the Village's first public electric vehicle charging station. This process would start with a recommendation to add a project of this type within the Village's 2026-2030 Capital Improvement Plan. The CIP is then used later in the Annual Budgeting process to establish the budget for 2026. Noting, that inclusion of a project in the 5-year CIP does not automatically translate to inclusion in the Annual Budget for the next year, as the Board considers a number of factors in determining each annual budget. The packet includes a memo referencing local, county and state resources on best practices, charging rates, vendor, and implementation processes that may help guide the project. The memo reviews the Public Safety Center and other potential locations as EV charging sites and preliminary recommendations. Conclusively, Staff have identified additional next steps the research can continue so the Village may improve equitable charging opportunities throughout the community include possible on-street parking.

FINANCIAL/BUDGET IMPACT:
Potential sources of financing for this project may include utilizing the IRA Elective Pay funds from the Public Safety Center in lieu of borrowing or using General Fund revenues. Alternatively, the next agenda item provides the Village an opportunity to submit a grant to Dane County to fund the project.

VILLAGE PLAN REFERENCE:
Sustainability Plan, 2021

- Page 16, Transportation Goal, *Increase the number of public EV charging stations.*
- Page 17, Near-Term Transportation Actions, *Provide electrical vehicle charging stations at municipal facilities*.

ORDINANCE REFERENCE:

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:

The recommended motion is listed below. Prior to the motion, the Committee can discuss their thoughts on the recommended locations, number of chargers, and project budget to include as desired in the CIP.

Motion, second, to recommend to the Village Board the inclusion of public electric vehicle charging stations within the 2026-2030 Capital Improvement Plan.

ATTACHMENTS:

1. Electric Vehicle Memo 06.05.2025
2. Appendix A - VOM-PSC SITE ELECTRICAL PLAN FUTURE EV Chargers
3. Appendix B - McFarland WI Quote 7.30.2024
4. Appendix C - PAS-QuickNotes-100

To: Sustainability & Natural Resources Committee

From: Kong Thao, Associate Planner

Date: June 9, 2025

CC: Andrew Bremer, Community & Economic Development Director

Matt Schuenke, Village Administrator

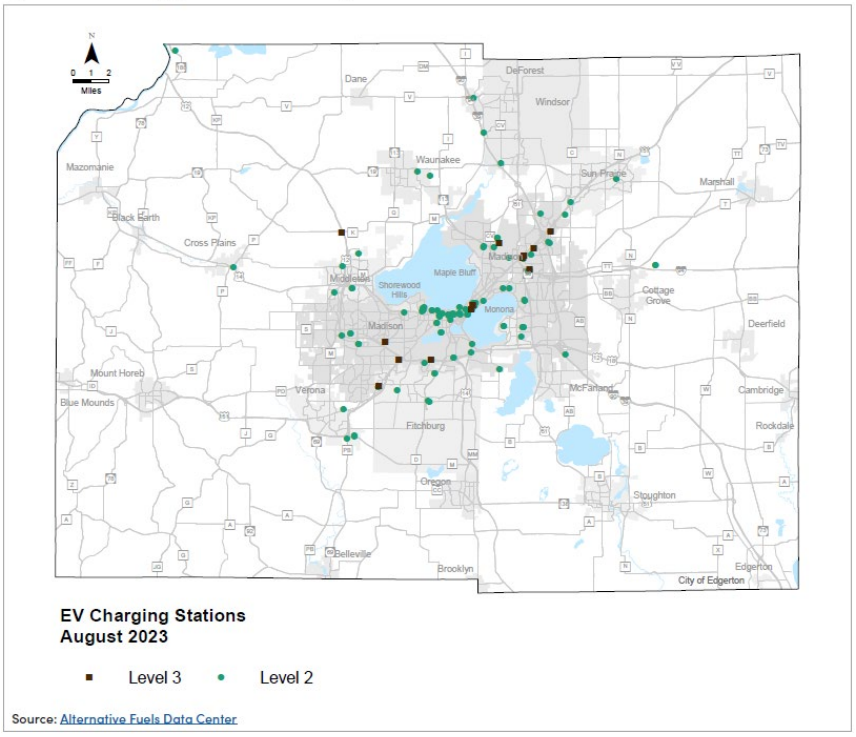
Re: Installation of Electric Vehicle Charging Stations on Public Property

1. INTRODUCTION

The purpose of this memo is to provide background information on installation of Electric Vehicle Supply Equipment (EVSE), aka EV Charging Stations, on public property while discussing viable locations. Currently, there are no publicly available Level 2 or 3 chargers in McFarland.

Below is Figure 10, a map from Dane County Electric Vehicle Charging Infrastructure Plan, March 2024, showcasing the location of all public Level 2 and Level 3 EV charging stations in Dane County as of August 2023.

Figure 10: Public Charging Stations in Dane County



2. VILLAGE SUSTAINABILITY INITIATIVES

Within the Village's 2021 Sustainability Plan, one action states, "*Transportation, Near-Term 7 – Provide electric vehicle charging stations at municipal facilities.*" Additional actions within the plan promote carbon reduction and vehicle fleet replacement.

The Sustainability Plan includes indicators, establishing baselines within the community in 2020 for each of the plan's six categories to measure milestones and progression in reducing GHG emissions. Below is the **indicator** from the Transportation section related to EV charging.

- *Increase number of public EV charging stations; Baseline of 0.*

Below includes related information to better help the planning and implementation of installing a public EV charger(s). Although there may be other viable locations, as will be discussed, the research will be centered on the Public Safety Center, as conduit was installed as part of the construction of the building to add EV chargers to the surface parking lots at some point in the future. Other viable locations might also include the Bashford Street public parking lot as it is more centrally located withing the Downtown area near public and commercial amenities.

3. ACT 121 SUMMARY

Wisconsin Legislature: 2023 Wisconsin Act 121, also referred to as Act 121, was legislation signed into law by Governor Tony Evers in 2023 providing clarification on EV charging in Wisconsin and the distribution of $78 million in federally sourced funding. Prior to Act 121, in Wisconsin, no person or entity could directly sell or indirectly sell electricity to the public unless permitted and regulated as a public utility, subject to oversight through the Wisconsin Public Safety Commission.

Act 121 created a new exemption for persons or entities from regulation as a public utility to be able to provide electricity through any level of EV charging station, provided that the charging station requires a fee based on the amount of kWh (kilowatt per hour, unit measurement of time) the user consumes. The Act also requires that all electricity supplied at the EV charging station must be supplied by the local electric utility or cooperative. It should be noted that Act 121 prohibits government entities from requiring or as a condition of approval for a permit include EV charging stations, however, establishing EV ready locations is allowable.

Notably, effective January 1, 2025, the Act imposes a new $0.03/kWh excise tax on electricity delivered by any Level 3 charger, or any Level 1 or Level 2 charger installed after March 22, 2024.

4. COORDINATION WITH ALLIANT ENERGY

As the Village's primary utility provider, it is essential the Village communicate with Alliant Energy consistent within their policies for public EVSE. Alliant Energy has a step-by-step

guide toward the installation of EVSE from scoping out the project to activation of the EV charging station. The following steps are:

- *Step 1: Define your EV charging station project.*
    a) Discussion should include Outcomes, Customer experience, Budget, Revenue, Timeline, and Availability.
- *Step 2: Evaluate the specific options and costs of a charging station.*
    a) Gather quotes from EV charging station vendors (recommend ENERGY STAR certification)
    b) Check the electric service manuals
    c) Explore possible software platforms – from setting up fee structures to access restrictions
    d) Evaluate the costs and funding options – Comparing Level 2 and Level 3 chargers and demand
- *Step 3:* Set up infrastructure.
    a) Contact Alliant Energy and an electrician to schedule a site visit.
    b) Send the necessary information
    c) Have your questions ready at the site visit.
- *Step 4:* Submit a service application and site plan with Alliant Energy.
- *Step 5:* Install and activate the EV charging station.

5. PARKING REGULATIONS AND ENFORCEMENT

Several key factors should be considered when discussing how to monitor and manage parking regulations related to EV charging stalls.

- *Location* - The location for EV charging stations often occupies existing parking stalls within available designated parking spaces. It is possible to consider any existing public parking lot as a viable location, provided there are adequate connection where the chargers can connect and draw electricity from, lighting, and security.
- *Overuse/Improper use* – Common issues that may arise include overnight parking on an EV charging stall or a driver occupying a stall over prolong periods. To address this, some communities and owners have posted signage in front of designated parking stalls detailing information about the use of EV charging stalls. This can include time limits on charging time or available hours when the public can charge vehicles. It is very likely EV owners are aware of charging etiquette and peak charging times, reducing the burden of education on the Village.
- *Type of connections* – Not all vehicles utilize the same plug. Often, drivers are aware of which model plug is appropriate for their vehicles or have adaptors if needed. Common types of connections include but are not limited to CCS, CHAdeMO, and J-1772.

In Figure 1, the image shows a wall mounted Level 2 charger with signage posted in front of the charging stall, unique painted striping, and painted notice in the stall, “RESERVED EV. STATION”.

For example, ChargePoint users are required to install charging apps needed to access/activate and use their chargers. The apps can also provide data on the amount of electricity charged and can notify owners (and connected devices) when their vehicle is at capacity. Communities have implemented restrictions on dedicated EV charging stalls, such as time restrictions and EV parking only to ensure availability and rotation of vehicles.

The Village can continue to review ordinances from communities with adopted EV standards for more information on the regulation and maintenance of public charging stations. Additionally, this includes use policies establishing charging limits with and parking stall exclusively for EVs only.

Figure 1 Example from City of Madison's notice on EV Ready / EV Installed requirements for Parking Facilities

- Appropriate material related to EVSE (policies, signages, location lighting, accessibility, pricing, etc.), should be made available on the Village website.
- Work with charging custodians to determine acceptable hours of charge with signs posted adjacent to each charger. (i.e. no charging 12:00 AM – 5:00 AM.)

6. VENDORS & CAPITAL EXPENDITURES

One area of growth for this section is to gather more information on the available vendors to compare pricing. At the time of this memo, only one vendor was researched. This section should include comparable quotes from multiple vendors and software platforms offered.

ChargePoint

ChargePoint is the most common charging network in the Madison Metropolitan area, accounting for 137 stations available in Madison[1]. Table 1 includes a quote from ChargePoint, current as of 5.29.2025, for two different Level 2 chargers and Level 3 (materials and shipping included, excluding installation). All charger products include dual ports, a 2-year part warranty and a 1-5 year annual fees plan which covers the data and online uses. See Appendix B for the full explanation of estimate and product description. Table 1 summarizes the cost comparison and suggested use of each charger.

[1] Source: https://www.plugshare.com/directory/us/wisconsin/madison; This includes areas outside of Dane County.

Table 1 ChargePoint Cost Estimate

Model	Suggested Use	Level	Quote
CPF50 Dual Pedestal Mounted Station	Fleet*	2	$6,095.00
CP6021 Dual Bollard 80 Amp, 18' Self-Retracting Cables	Commercial/Public	2	$15,439.00
CPE250-Dual Cord DC	Public/Private	3	$77,998.00

**Fleet is interpreted as a charger intended for fleet vehicles parked within municipal garages;*
Commercial AC & DC charging stations | ChargePoint

Additionally annual fees in the table below are offered at different lengths for the chargers. The plans include Commercial Cloud Plans (online data and tracking), 24-7-365 Customer Service for Drivers via 800 number, Reporting, Software Updates, Station Manager Account Access, Data collection and Credit Card Capability are available for a 1-5 years plan. This would include maintenance and repairs on the

Table 2 ChargePoint Software Plans

Software Plan (1-time annual payment)					
Model	**1-year**	**2-year**	**3-year**	**4-year**	**5-year**
CPF50 (Level 2)	$240	$470	$685	$895	$1,080
CP6021 (Level 2)	$365	$715	$1,040	$1,360	$1,555
CPE250 (Level 3)	$1,200	$2,340	$3,420	$4,440	$5,400

7. OPERATIONAL EXPENDITURES AND REVENUES

Through Act 121, station owners, in this case the Village, may set pricing when considering the various factors involved: Fixed Rate for the session, Energy Rate, Length of stay pricing, Charge complete, Time-of-day pricing, Minimum/Maximum fee per session, Driver Groups (employee vs. visitor). The type of charging station (Level 2 and 3) may provide different rates. With ChargePoint, billing & payment will be handled by ChargePoint through the entire billing process from end to end. All payment processing, funds transfer and collection are handled automatically, with payments processed at the end of every month.

The FAQs from Alliant Energy's step guide mentioned in section 2, provides the following information on how to set fees to use the EV charging stations.

"**How do I set up fees to use the EV charging station?**"
There are two main structures used to set up fees on an EV charging station: Fees based on kilowatt-hours (kWh) and fees based on time. The software platform provider will be able to set up a fee structure that meets your needs.

Other considerations for public EV charging station fees:

a) Act 121
No revenue generated by the EV charging station may be transferred to the general fund of the municipality, and no tax revenue may directly or indirectly subsidize any costs associated with the EV charging station. However, this does not prohibit a municipal utility from using grant money to expand the availability of EV charging infrastructure, as specified in the act.

b) Dane County Infrastructure Plan (page 26)
"*To provide consistency to travelers and improve fairness for consumers, the federal government requires that federally-funded EV charging infrastructure calculate charging fees by kilowatt-hours used ($/ kWh) rather than by time. Since different vehicles can accept vastly different levels of power from EV charging infrastructure, when charging fees are based on time rather than kWh, drivers pay much different rates for the power received. This discrepancy disadvantages lower-income EV drivers because older and less expensive vehicles, which usually cannot accept as fast of a charge, cost more to charge when fees are based on time rather than energy used.*"

This statement gives an alternative opinion on the struggles around pricing before Act 121 was adopted. The statement considers several factors when trying to balance what reasonable pricing is while not excluding people of different social economic statuses. The goal is to promote public access to this while not leaving people behind.

c) City of Madison and MG&E
Madison Gas & Electric (MG&E) has 57 EVSE in Dane County. The reported rate per kWh is $0.21 per kWh for Level 1 and Level 2 while Level 3, DC Fast Charging Stations are $0.37 per kWh[2]. The pricing includes a $0.03 per kWh excise tax[3].

d) Alliant Energy
An initial review of Alliant's website does not appear to report rates for EV charging stations similarly with MG&E. Sources discuss explanation of bill and rates fees, which educate customers on what they're being billed for and how to their monthly bills are calculated. However, this does not address EV charging specific rates, if any. Staff will need to continue to analyze Alliant's website, speak with Alliant representatives, and review mapping of where EV chargers are located within Alliant's service territory.

e) ChargePoint
ChargePoint includes the following statement: *Public ChargePoint stations are accessible using third-party apps and cards. Charging fees billed through third-party*

[2] https://www.mge.com/smart-energy/electric-vehicles/ev-charging/mge-charging-network
[3] An **EXCISE TAX** is an indirect tax imposed on specific goods, services and activities, i.e. fuel, tobacco, alcohol, etc.

apps can be different from the price shown on the station and is determined by the company operating the card or app[4].

Several factors may influence the pricing of EV charging stations. These include location, utility provider territory, charging level (Level 2 or 3), and local/common practices. Other methods around behavior methods involve discourage EVs being parking at for prolonged periods beyond the allotted charge capacity, higher charging prices are included to motivate owners to not park at EV designated stalls for extended periods of time, allowing for more rotation of vehicles through.

f) Free or reduced rates
As a method to encourage greener options and reduce carbon emission, the Village could consider free or reduced rates for an EV charger within designated Village employee parking locations. The EV reserved stall would still maintain practices to encourage rotation of parked vehicles in designated EV stalls. This can be provided to Village employees to encourage personal use of their own EVs, available to Village employees, staff, and Trustees. A future fee schedule can be developed if this is an option.

g) PlugShare
What are reasonable costs? To assist with determining this, the Village may refer to PlugShare, a website that displays all available EV chargers on a user friendly map, each charger's plug availability, costs, and plug type. The site also includes photos of the charging stations to help users locate where the chargers are. The site includes past users and types of chargers available (Level 1, 2, 3, or wall mounted, etc.). So relative to the chargers around them, the Village may adopt similar or the same rates as adjacent existing chargers.

h) Madison Gas & Electric (MG&E)
Madison Gas & Electric provides utility coverage to a limited area of properties in the Village. The resources on their EV Programs page can better guide EVSE installation in the Village.

The City of Madison are piloting an EV charging program with MG&E to include chargers in public parking facilities (parking lot or parking ramps). Located in five different parking facilities (Capitol Square, Overture Center, South Livingston Street, Wilson Street, and Wingra Lot), these include two EV charging stations, one ADA compliant charging station and one station available to the public. The fees to use said chargers are free but can be considered as included with the parking fees for that garage.

[4] https://www.chargepoint.com/drivers/support/faqs/how-much-will-it-cost-charge-my-car-who-sets-prices-charging

8. FUNDING

The following section discusses potential sources of project funding, recognizing that there may be some existing federal funding sources proposed for elimination under the next federal budget.

a) Charge Up Dane County: Accelerating Access to EV Transportation for All
This regional initiative by Dane County is intended to expand the availability of EV charging locations within areas that would otherwise be underserved. Dane County Office of Energy & Climate Change is leading this effort with input from Dane County's EV Advisory Commission to allocate $13.2 million received in federal funding from the Bipartisan Infrastructure Law.

b) IRS – Tax Credit, Alternative Fuel Vehicle Refueling Property Credit
EV charging stations may be eligible for the Alternative Fuel Vehicle Refueling Property Tax Credit. The property (charging stations) must be installed in a qualifying location. The credit is available to businesses and individuals who install qualified refueling or recharging property, including electric vehicle charging equipment, in an eligible location. Eligible tax exempt and government entities can also claim the credit through elective pay.

Table 3 Estimated Rebate of 6% for EVSE

Model	ChargePoint Quote	Estimated Cost for 3 dual port chargers	6% Rebate on EVSE (assumed)
CPF50 Dual Pedestal Mounted Station	$6,095.00	$18,285.00	$1,097.10
CP6021 Dual Bollard 80 Amp, 18' Self-Retracting Cables	$15,439.00	$46,317.00	$2,779.02
CPE250-Dual Cord DC	$77,998.00	$233,994.00	$14,039.64

Table 3 shows a tax credit of up to 6% for EVSE[5]. The comparative purchase of the CP6021 Level 2 charger appears to be the most feasible option of the three dual port stations. The estimated total cost would be $46,317.00 (installation not included) with approximately $2,779.02 in direct rebate.

c) US. Department of Transportation
A listings of funding opportunities are provided in detail through a downloadable excel file or pdf. The list of funding sources include which Agencies/Offices are managing the funding opportunity, the program's description, and eligible applicants. The lists includes several of the following grant sources available including some of the following listed.

- Ride and Drive Electric Funding
- National Electric Vehicle Infrastructure (NEVI) Formula Program.

[5] https://daneclimateaction.org/what-you-can-do/Federal-Funding-for-Business (Click "Fleet Vehicles")

d) Joint Office of Energy and Transportation
Created under the Bipartisan Infrastructure Law (BIL), the Joint Office of Energy and Transportation facilitates collaboration between USDOT and DOE. The Joint Office focuses on supporting the planning and deployment of electric vehicle technologies, such as charging stations, electric school bus fleets, and zero-emission transit.

e) Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
This grant program seeks to provide $2.5 billion through two $1.25 billion discretionary grant programs to strategically deploy publica accessible EV charging and alternative fueling infrastructure in communities where people live and work and along designated AFCs. More specifically, it would be the Community Charging and Fueling Grants for the deployment of EV charging infrastructure in urban and rural communities.

9. PRELIMINARY RECOMMENDATIONS

McFarland currently does not have any publicly available EV charging stations[6]. The Greater Madison MPO's Dane County Electric Vehicle Charging Infrastructure Plan identifies a need for a charger located within the Hwy 51 corridor. This location was identified within the MPO's plan primarily due to the location near commercial businesses, so EV users had places to shop or dine while charging their vehicle. It is possible that businesses in this corridor may see the value of installing private EV chargers within their parking lots to meet consumer demand.

Staff have compiled a preliminary list for potential EVSE stations located on public property. The following section will provide discussion on why these locations may be suitable.

A. Public Safety Center, 6001 Broadhead St
B. Bashford Street Parking Lot, 6001 Exchange St (adjacent to Arnold Larson Park)
C. Village Park(s), such as Community Park, McDaniel Park, and McFarland Park
D. On-Street, TBD

A. Public Safety Center, 6001 Broadhead Street
This site is the recommended starting location for installation of future public EV charging stations. The location includes existing "EV ready" electrical connections within the off-street parking lots. See Appendix A for locations. The installation of charging stations may be achieved through a multi-phase project installation based on public use. Below describes a potential installation schedule.

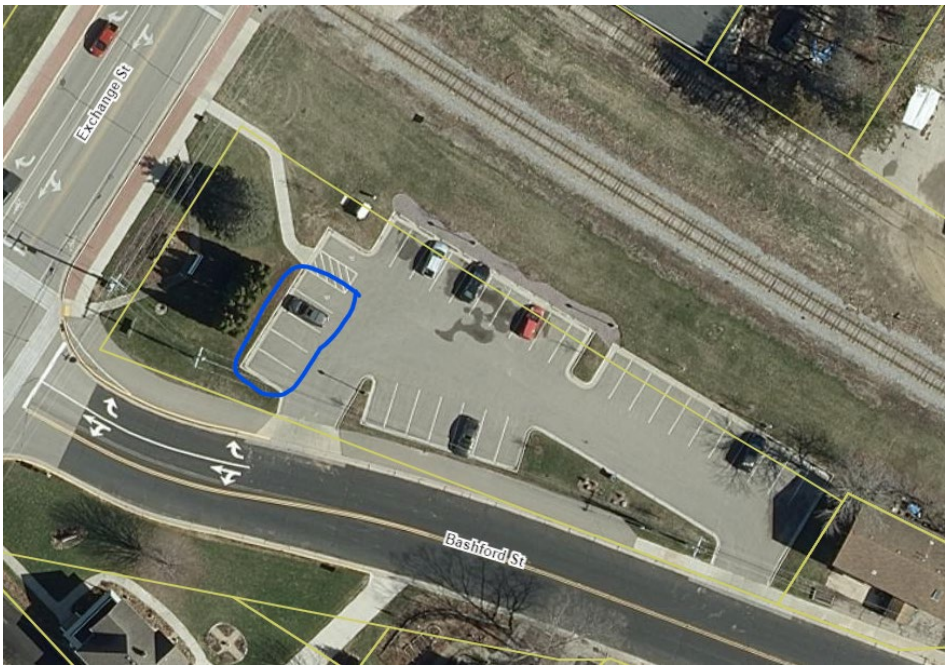
- Phase 1: Identify a vendor that meets the scope of the project to install three (3) Level 2 chargers with dual charging ports in the north parking lot long Broadhead Street. One of the six charging stalls will be designated ADA accessible.

[6] Madison - EV Connect Charging stations for EV in Madison

- Phase 2: Install one or two Level 2 chargers with dual charging ports in the east parking lot area, based on utilization of Phase 1 chargers. Designated for Staff use. Date to be determined.
- (Optional) Phase 3: Depending on the usage of Phase 1 & 2, this phase may be postponed until needed. The remaining west parking lot area can support two (2) Level 2 chargers with consideration for Level 3 if the demand is needed.

B. Bashford Street Parking Lot, 6001 Exchange Street

This Village owned property is a public parking lot and offers accessibility to the downtown amenities. The following image identifies 5 potential stalls where charging stations may be located. With minimal impact to the existing ADA parking stalls, the remaining four stalls may fit two dual port Level 2 chargers.



C. Village Parks

Public parks offer a range of recreational opportunities while also serving as popular gathering points where people may stay hours at a time. This is not a comprehensive review of all Village parks but provides initial look at potential pros and cons for some of the Village's larger community parks. The following Village parks are for discussion based on their current amenities offered and size, which help to support potential installation of EV charging stations. These amenities include off-street parking, existing park shelters with electrical connections, and park activity/usage. None of the locations have been confirmed.

- Community Park. Currently under construction, the park has the potential to include EV ready locations in the parking lot as it is being developed. A con to this location is the lack of available amenities nearby, with distance as its largest contributing factor.

- McDaniel Park. A popular park destination which includes the Lower Yahara River Trail and bikeshare. This park includes one park shelter with concessions and two open air shelters. A con to this location is the constraints in parking space already. To dedicate EV parking would take away from the already limited parking options.
- William McFarland Park. Adjacent to the McFarland Curling Club and McFarland Hockey. A charging station here may provide support to multiple entities and locations. A con to this location is the timeline in which this will be installed is uncertain. The park's master plan does not consider EV charging stations and may result in a completely different configuration for the park and its parking lot. Will there be two locations to serve the McFarland Hockey, or one closer to the Curling Club? Or will it include one location?
- Brandt Park. Adjacent to Waubesa Village, a mixed-use development which includes commercial space and over 100 multifamily units. A con to this location is lack of infrastructure such as a designated off-street parking lot to support EV Charging stations.

D. On-street EV Chargers, TBD

Another alternative to increasing the number of EV chargers available includes on-street parking. MG&E, in collaboration with the City of Madison, have recently installed pole-mounted EV chargers on existing utility poles for on-street charging. This curbside charging option opens up a new avenue of potential, increasing availability throughout the city. The locations for these chargers are located at:

- 557 North St (Commercial Avenue and North Street)
- 402 W. Lakeside St
- 400 Bram St (Quann Park)
- 502 Troy Dr (Troy Gardens)
- 400 Rosemary Ave (near Worthington Park)

Alliant Energy is currently not deploying any pole-mounted chargers in their service area but this may become an option in the future for use in McFarland, for example, on utility poles on Farwell Street in front of the High School.

CONCLUSION

The Village's Sustainability Plan included a Transportation goal to increase the number of public EV charging stations as there are currently none available in the Village. There are also no Level 2 or 3 charging stations available on other publicly accessible commercial parking lots in the Village. The nearest Level 2 station is at Ho-Chunk Gaming Madison.

If the Village desires to construct public EV charging stations an appropriate process would be to identify viable locations and include the project and estimate budget within the Village's 2026-2030 Capital Improvement Plan, currently under review. The CIP is then used in the Fall as part of the Village Board's Annual Budgeting process. At this time, the most viable locations for a public EV charging station appear to be the Public Safety Center

public parking lot and the downtown Bashford Street public parking lot. Table 3 includes the estimate costs to install three EV chargers at the Public Safety Center. Of the two locations this site is considered more EV ready as there is existing conduit installed for future EV charging stations.

Table 4 Estimated Rebate of 6% for EVSE

Model	ChargePoint Quote	Estimated Cost for 3 dual port chargers	6% Rebate on EVSE (assumed)
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CPE250-Dual Cord DC	$77,998.00	$233,994.00	$14,039.64

The Charge Up Dane County grant provides the Village with an opportunity to obtain a grant to install public EV charging stations at either the Public Safety Center or Broadhead municipal parking lot. The grant would cover the cost of the installation of the EV stations, significantly reducing the Village's upfront installation expenses. While funding for this existing grant, and IRA Elective Pay rebates, remain uncertain at the Federal level, these programs are currently available until otherwise changed.

Latest on EV Charging legislation: Pub 305 Electric Vehicle Charging Tax Information - October 2024 (October 28, 2024): Effective January 1, 2025, an electric vehicle charging excise tax is imposed at the rate of 3¢ per kilowatt-hour on the electricity delivered, a service tax that is passed onto the customers using the charging stations. To assist with determining reasonable cost, the Village may refer to PlugShare, a website that maps out all available EV chargers, their availability and pricing. The site includes available ports, cost, and plug type. Act 121 helped to standardize in Wisconsin the method for EV owners to regulate payment of fees for EV Chargers based on kWh, a unit of measurement based on time.

For Staff, several activities will continue to be monitored, researched and explored:

- Additional locations for EV Chargers.
- Equitable methods of EV chargers within or near multi-family buildings where personal garage spaces are limited.
- Encouraging EV Chargers within underground parking structures for multi-family buildings.

Additional resources

The following referenced materials were used to help establish the framework for the Village to develop our own EV Charging Infrastructure. Each source includes a summary and key takeaways.

Greater Madison MPO – Dane County Electric Vehicle Charging Infrastructure Plan

Summary: This regional collaborative plan was developed by the Greater Madison Metropolitan Planning Organization. A local steering committee was made up of local government agencies, energy utilities and nonprofit organizations, including Dane County, City of Madison and M&GE. Plan recommendations cover various topics related to charging fees, locations of improvements in the near term, and policy and planning tools. This advisory document identifies gaps in Dane County where there are areas of opportunity for charging stations. As of late 2022, there are 284 public charging ports in Dane County, (55 – DCFC and 229 Level 2).
Takeaway 1: The HWY 51 corridor in McFarland is identified in the plan as a priority location for EV charging stations due to the proximity to commercial businesses.

City of Madison – Fleet | City of Madison, WI (https://www.cityofmadison.com/fleet)

Summary: The City of Madison's municipal fleet sustainability page highlights several Madison achievements completed in recent years to narrate how they are trying to reach their goal of 100% renewable energy and zero net carbon emission by 2030. Some milestones include the first ever electric fire truck in North America, Hybrid-Electric Vehicles among their fleet vehicles. More recently (May 13, 2025), MGE and the City of Madison recently partnered to provide five curbside, utility pole mounted chargers[7].
Takeaway 1: Selecting the "Sustainability Link" provides further information on Madison's carbon emission goals.

American Planning Association, PAS Memo 115 – *Planning for On-Street EV Charging Infrastructure*

Summary: This 2023 APA source provides recommendations regarding on-street EV Charging Infrastructure as a solution to reducing carbon emissions and adding additional chargers. The memo touches on equitable uses and strategies for on-street charging. This is most appliable in areas where street parking is more prevalent, and off-street parking is limited. See Appendix C.
Takeaway 1: A section dedicated to "ACTION STEPS FOR PLANNERS" (page 11) details how communities can introduce more on-street EV chargers.

GLOSSARY

EV – Electric Vehicles; There are three types of vehicles powered by electric motors: Battery Electric Vehicles (BEVs), Plug-in hybrid electric vehicles (PHEVs), and Hybrid electric vehicles (HEVs). The three electric vehicles incorporate different levels of use in their overall motor function with HEVs as the least reliant on the electric function compared to the other two.

- **BEV – Battery electric vehicles**; an automobile with an electric motor powered by a battery that is plugged in to charge.

[7] Source: https://www.mge.com/about-mge/media-resources/mge-partners-with-city-of-madison-on-pole-mounted-ev-chargers

- **PHEV – Plug-in hybrid electric vehicles**; includes an electric motor powered by a battery that can be plugged in to charge as well as an internal combustion engine, relying first on the electricity use of the engine, then switching to the gasoline.
- **HEV – Hybrid electric vehicles**; includes both an ICE and battery powered electric motor, however charging only occurs during driving and braking and cannot be charged elsewhere.
- *Only vehicles that can be plugged in to charge, BEVs and PHEVs, are classified as EVs.*
- *PHEVs and HEVs both utilize an internal combustion engine (ICE)*

EVSE – Electric vehicle supply equipment, aka electric vehicle charging stations; this also includes plug-in charging stations, pole mounted charging ports, etc.
DCFC – Direct current fast charger, aka Level 3 charger. Typically charges between 10-30 minutes until max. Cost are approximately $100k - $200k depending on the charger.
ICE – Internal combustion engine. An engine which relies on a mixture of oxygen and an accelerant or fuel to generates power/energy within a motor. This is the current and most used in almost all vehicles.
GHG – Greenhouse gas, gases that trap heat in the atmosphere, composed of carbon dioxide (CO2), Methane (CH4), Nitrous oxide (N20), Fluorinated gases[8]
KW – kilowatt (kW), measure of unit for the rate at which energy, in this case electricity, is consumed or produced. 1 kW = 1,000 W (Watt); 1,000 kW = 1 MW (Megawatt).
KWH – kilowatt per hour (kWh), measure of unit for the total energy usage over time, combining power and time.

Appendix A – PSC Site Electrical Plan
Appendix B – ChargePoint Estimate Details

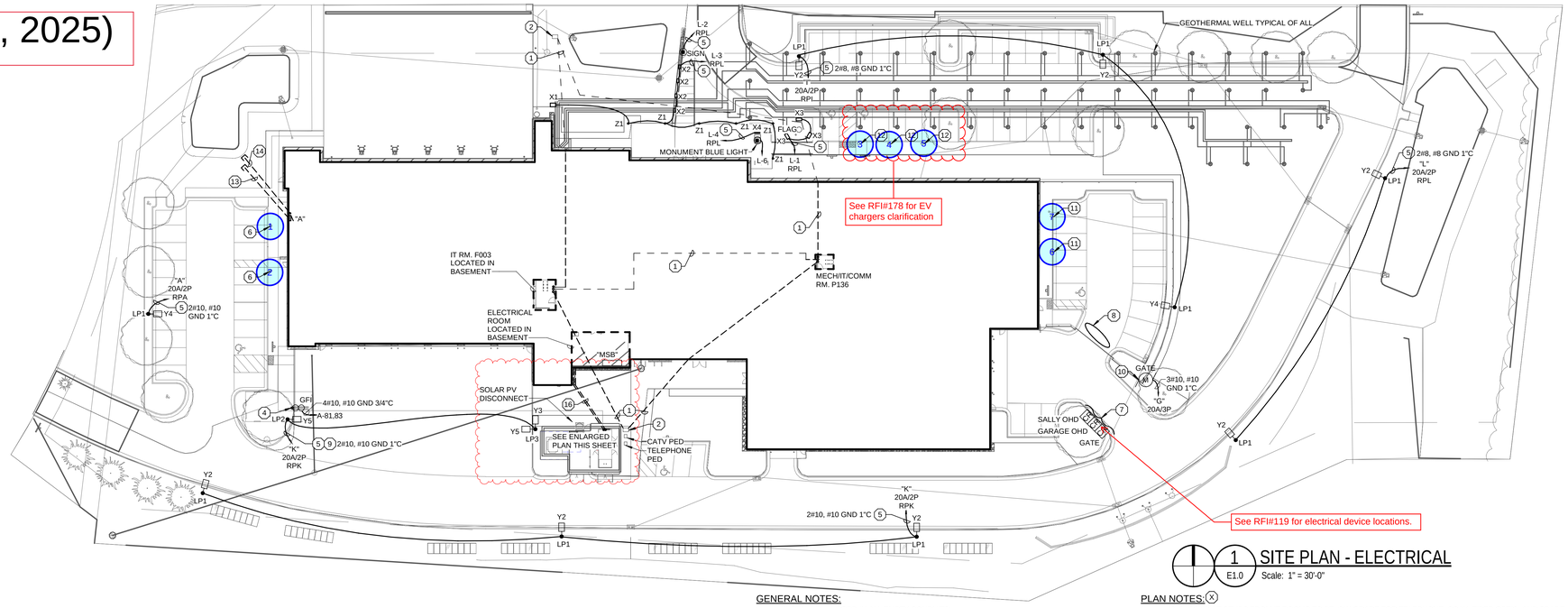
- CPF 50
- CP6021B
- CPE250

Appendix C – American Planning Association, PAS Memo 115 – *Planning for On-Street EV Charging Infrastructure*

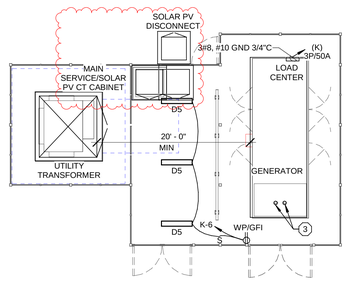
*Additional brochure and product information in the following folder location:
G:\COMMUNITY DEVELOPMENT\14 Projects\Electric Vehicle\Estimate\Charge Point

[8] Environmental Protection Agency - https://www.epa.gov/ghgemissions/overview-greenhouse-gases

Appendix A (S&NR June 9, 2025)



1 SITE PLAN - ELECTRICAL
E1.0 Scale: 1" = 30'-0"



2 ENLARGED UTILITY ENCLOSURE - ELECTRICAL
E1.0 Scale: 1/8" = 1'-0"

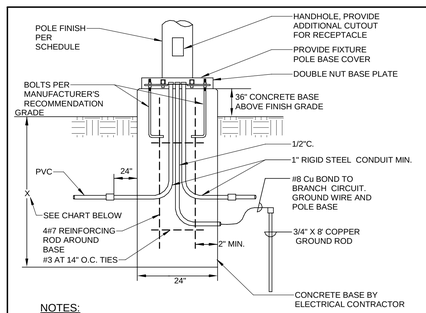
GENERAL NOTES:

1. INSTALL PULL CORD IN ALL EMPTY CONDUITS.
2. UNLESS SHOWN OTHERWISE, ALL CONDUITS BURIED 2'-6" BELOW FINISHED GRADE. COORDINATE INSTALLATION WITH INTERIOR AND EXTERIOR GEOTHERMAL PIPING.
3. PROVIDE Z1 BOLLARD FIXTURES PER DETAIL 4/E1.0.
4. E.C. IS RESPONSIBLE FOR ALL WORK REQUIRED TO BRING SITE EXCAVATION AND TOPPING BACK TO ORIGINAL CONDITION IF TRENCHING IS DONE ON COMPACTED SURFACES.
5. ALL CONDUITS STUBBED OUT OF BUILDING SHALL BE DONE PER DETAIL 1/E3.0.
6. E.C. TO INDICATE EXACT ROUTING OF ALL UNDERGROUND CONDUITS ON RECORD DRAWINGS.
7. PROVIDE CONCRETE BAS FOR POLES LP1, LP2, AND LP3 PER DETAIL 3/E1.0.
8. (_ _ _) INDICATES APPROXIMATE UNDERGROUND ROUTING OF CONDUITS. PROVIDE RECORD DRAWINGS INDICATING EXACT ROUTING WITH DIMENSION LINES.

PLAN NOTES:(X)

1. (3) 3" CONDUIT STUBS FROM IT ROOMS TO BELOW GRADE FOR TELEPHONE, COAX, FIBER OPTIC, AND SPARE SERVICE ENTRANCES.
2. PROVIDE 24" X 36" QUAZITE PG IN-GRADE PULL BOX WITH (6) 3" STUBS INTO P136 & F120 FOR TELEPHONE, FIBER OPTIC, AND COAX SERVICE ENTRANCE. PROVIDE PULL STRINGS IN ALL EMPTY CONDUITS. SEE ENLARGED PLANS FOR IT ROOMS FOR CONDUIT STUB LOCATION. COORDINATE EXACT LOCATIONS WITH UTILITY. SEE DETAIL 7/E1.0
3. PROVIDE DUAL EXHAUST EXTENSIONS THROUGH ROOF. PROVIDE BACKPRESSURE CALCULATIONS TO ENSURE THE LENGTH AND DIAMETER OF THE EXHAUST EXTENSIONS ARE SUITABLE FOR THE APPLICATION. VERIFY EXACT SIZE WITH GENERATOR MANUFACTURER PRIOR TO INSTALLATION. ROOF FLASHING BY GC.
4. PROVIDE PEDESTAL MOUNTED RECEPTACLES PER DETAIL 5/E1.0
5. ROUTE CIRCUIT THRU RELAY PANEL LOCATED NEXT TO PANEL INDICATED. RELAYS TO BE CONTROLLED THRU BUILDING AUTOMATION SYSTEM (FBO) COORDINATE PROGRAMMING OF THE RELAY WITH THE BUILDING AUTOMATION CONTRACTOR. SEE DETAIL 5/E3.0
6. FUTURE ELECTRICAL VEHICLE CHARGER LOCATION. PROVIDE 1-1/2" CONDUIT STUB BACK TO PANEL (M). CAP CONDUIT FLUSH WITH FINISHED GRADE. PROVIDE PULL STRING.
7. CARD READERS MOUNTED TO GOOSENECK PEDESTAL. CAP CONDUIT FLUSH WITH FINISHED GRADE. PROVIDE PULL STRING.
8. VEHICLE DETECTION LOOP TO CONTROL GATE.
9. PROVIDE LOCAL MANUAL OVERRIDE SWITCH IN APPARATUS BAY TO TURN FIXTURES ON/OFF.
10. COORDINATE EXACT CIRCUIT REQUIREMENTS WITH EQUIPMENT.
11. FUTURE ELECTRICAL VEHICLE CHARGER LOCATION. PROVIDE 1-1/2" CONDUIT STUB BACK TO PANEL (I). CAP CONDUIT FLUSH WITH FINISHED GRADE. PROVIDE PULL STRING.
12. FUTURE ELECTRICAL VEHICLE CHARGER LOCATION. PROVIDE 1-1/2" CONDUIT STUB BACK TO PANEL (O). CAP CONDUIT FLUSH WITH FINISHED GRADE. PROVIDE PULL STRING.
13. PROVIDE 1" UNDERGROUND CONDUIT STUB FROM PANEL "A" TO GREEN SPACE FOR FUTURE SIGN POWER. CAP CONDUIT BELOW GRADE AND PROVIDE PULL STRING.
14. PROVIDE 1" UNDERGROUND CONDUIT STUB FROM NEXT TO PANEL "A" TO GREEN SPACE FOR FUTURE SIGN LOW VOLTAGE. CAP CONDUIT BELOW GRADE AND PROVIDE PULL STRING.
15. NOT USED.
16. PROVIDE (2) 4" CONDUIT STUBS FROM INSIDE GENERATOR ENCLOSURE UNDERGROUND TO PANEL "P" FOR FUTURE BATTERY ENERGY STORAGE SYSTEM (BESS) CAP CONDUITS ABOVE GRADE.

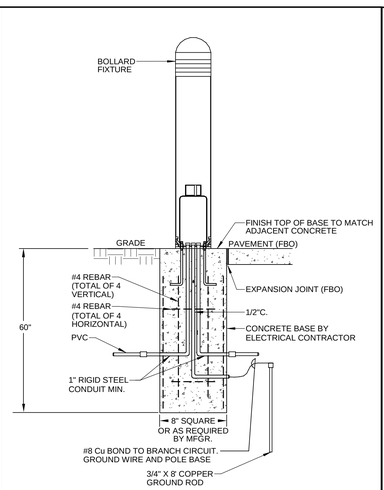
Sheet List	
Sheet Number	Sheet Name
E1.0	SITE ELECTRICAL PLAN
E1.1FL	FLOOR PLAN - UNIT F - LIGHTING
E1.1FP	FLOOR PLAN - UNIT F - POWER
E1.1PL	FIRST FLOOR PLAN - UNIT P & C - LIGHTING
E1.1PP	FIRST FLOOR PLAN - UNIT P & C - POWER
E1.2L	SECOND FLOOR PLAN - UNIT F - LIGHTING
E1.2P	SECOND FLOOR PLAN - UNIT F - POWER
E2.0	OVERALL FIRE ALARM PLANS
E2.1	FIRE ALARM DETAILS
E2.2	OVERALL SECURITY PLAN
E2.3	SECURITY DETAILS
E3.0	DETAILS
E3.1	DATA DETAILS & RISER
E4.0	FIXTURE SCHEDULE & SYMBOLS LIST
E4.1	MOTOR STARTER SCHEDULE
E5.0	ONE LINE, SCHEDULES, AND DETAILS
E5.1	PANEL SCHEDULES
T1.0	TECHNOLOGY PLAN
T1.1	TECHNOLOGY PLAN



NOTES:
1. IN UNDISTURBED EARTH, EXCLUDING FILL MATERIAL, A 2'-0" DIA. HOLE WHICH SHALL BE USED AS THE FORM FOR THE CONCRETE BASE SHALL BE DRILLED.
2. IN EXCAVATED AREAS OR IN EXISTING SOIL CONTAINING FILL OF OBJECTIONABLE MATERIAL, BACKFILL AROUND CONCRETE BASE WITH COMPACTED GRANULAR BACKFILL A MIN. OF 2'-0" IN ALL DIRECTIONS.

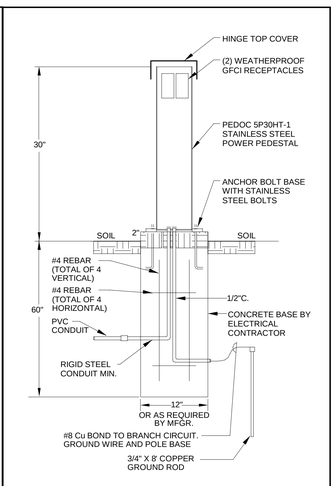
POLE HEIGHT IN FEET	BASE DEPTH IN INCHES BELOW GRADE
10'-0"	X = 60" (INCHES)
17'-0"	X = 60" (INCHES)
20'-0"	X = 60" (INCHES)
25'-0"	X = 72" (INCHES)
30'-0"	X = 72" (INCHES)
35'-0"	X = 72" (INCHES)
40'-0"	X = 96" (INCHES)
45'-0"	X = 96" (INCHES)
50'-0"	X = 108" (INCHES)

3 36" EXTERIOR CONCRETE BASE DETAIL
E1.0 SCALE: NTS

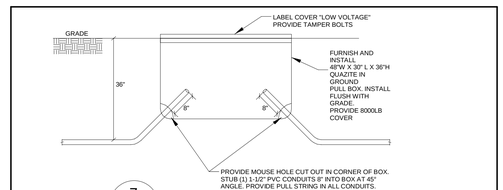


BASE DETAIL-ALUMINUM SHAFT

4 BOLLARD MOUNTED FIXTURE BASE DETAIL
E1.0 SCALE: NTS



5 PEDESTAL RECEPTACLE DETAIL
E1.0 SCALE: NTS



7 QUAZITE BOX DETAIL
E1.0 SCALE: NTS

bray architects
Milwaukee
829 South 1st Street
Milwaukee, Wisconsin 53204
T: 414.226.0200
Sheboygan • Davenport • Moline
www.brayarch.com
ENGINEERING DESIGN BY MSA (800) 362-4505 • www.msa-ps.com

Project Title:
Public Safety Center
Village of McFarland
McFarland, WI 53558

REVISIONS:

⚠	DATE	DESCRIPTION
1	07/27/21	Addendum No. 2
2	08/02/21	Addendum No. 3
3	11/03/21	PS-01
13	07/26/22	PS-11 Not Issued
		Submitted in PS-16 02-21-2023
		RFI#119 - 11/09/22
		RFI#178 - 05/09/23

Project Number: 3488

Issued For: CONSTRUCTION DOCUMENTS 7/14/2021

Sheet Title: SITE ELECTRICAL PLAN

Sheet Number: E1.0

Appendix B (S&NR June 9, 2025)

QUOTE
July 30, 2024

Mr. Kong Thao
Village of McFarland, WI
5115 Terminal Drive
McFarland, WI 53558
608-838-7287
Kong.Thao@mcfarland.wi.gov

CPF50 Dual Pedestal Mounted Station With 5 Years Labor and Parts Warranty
18' Cable With Cable and Power Management Kit With Internal Gatway. Buy America
REFERENCE: McFarland WI Contract # 23-5256 CPF50 Dual Port 50 Amp Bollard Fleet Station

Model Number	Description	QTY	Price Per Station	Total Price
ChargePoint	Dual Pedestal Mounted Station		List $2,515	
CPF50-L18-PEDMNT-CMK6-Dual-GW-USA	18' Cable with Cable Management Kit	1	$2,265	$2,265
CPCLD_Power-5	5 Year Power Cloud Plan		Per port	
	Reference Page 2 of Quote for Explanation	2	$1,080	$2,160
CPF-ASSURE5	5 Year Assure- Parts and Labor Warranty		Per Port	
	Reference Page 2 of Quote for Explanation	2	$600	$1,200
CPF25-CCM	Concrete Mounting Kit	1	$100	$100
CPSUPPORT-ACTIVE	Initial Activation and Configuration			
	Reference Page 2 of Quote for Explanation	2	$100	$200
Shipping	Shipping	1	$170	$170
Amount Due	**Total cost before installation**			$6,095.00

Signature **Date**

Ship to:

Rob Spatz - 518-645-6733 - rob.spatz@carbondayevcharging.com - 163 S. Wheeling Rd. - Wheeling, IL 60090
Visit Our Website: https://carbondayevcharging.com/

Initial Station Activation and Configuration Service includes activation of cloud services and configuration of radio groups,
connections, access control, visibility control, pricing, reports and alerts. One time initial service per port $100

Power Cloud Plan available in prepay options:
Annual fee includes: Power Cloud Plan, 24-7-365 Customer Service for Drivers via 800 number, Reporting,
Software Updates, Station Manager Account Access and Data Collection

1 year $240 ($240 per year) per port
2 years $470 ($235 per year) per port
3 years $685 ($228.33 per year) per port
4 years $895 ($223.75 per year) per port
5 years $1,080 ($216 per year) per port

Optional Programs:

Assure Warranty optional extended Labor and Parts Warranty:

1 year $150
2 years $280 ($140 per year) per port
3 years $420 ($140 per year) per port
4 years $520 ($130 per year) per port
5 years $600 ($120 per year) per port

**** Other Standard Terms and Conditions**

20% restocking fee for any product returned to ChargePoint
Invoice Terms: 50% due upon placement of order and balance due 30 days after shipment of product.
Issue payment to CD LLC
ChargePoint 2 year parts warranty will be between purchaser and ChargePoint.
Cloud and Assure plans start upon station activation or 90 day's after ship date, whichever is first.
Prices are confidential and expire: August 29, 2024

Rob Spatz - 518-645-6733 - rob.spatz@carbondayevcharging.com - 163 S. Wheeling Rd. - Wheeling, IL 60090

Visit Our Website: https://carbondayevcharging.com/

Appendix B (S&NR June 9, 2025)

QUOTE
July 30, 2024

Mr. Kong Thao
Village of McFarland, WI
5115 Terminal Drive
McFarland, WI 53558
608-838-7287
Kong.Thao@mcfarland.wi.gov

CP6021 (Dual Bollard 80 Amp, 18' Self-Retracting Cables **COMMERCIAL**)
With Power Share Jumper And 5 Year Labor and Parts Warranty
REFERENCE: McFarland WI Contract # 23-5256 CP6000 Series 80 Amp Dual Port Commercial Station

Model Number	Description	QTY	Price Per Station	Total Price
ChargePoint CP6021B-80A-L5.5	80 Amp Dual Bollard with 18' Cable Locking Holster and Card Reader	1	List 11,099 $9,435	$9,435
CPCLD-COMMERCIAL-5 Cloud Plan	Reference Page 2 of Quote for Explanation	2	Per Plug $1,555	$3,110
CP6000-ASSURE-5	Reference Page 2 of Quote for Explanation	1	$2,100	$2,100
CP6000-CMT-NA	Bollard Concrete Mounting Kit	1	$125	$125
CPSUPPORT-ACTIVE	Initial Activation and Configuration Reference Page 2 of Quote for Explanation	1	$349	$349
Shipping	Shipping	1	$320	$320
Amount Due	**Total cost before installation**			**$15,439.00**

Signature **Date**

Ship to:

Rob Spatz - 518-645-6733 - rob.spatz@carbondayevcharging.com - 163 S. Wheeling Rd. - Wheeling, IL 60090
Visit Our Website: https://carbondayevcharging.com/

Initial Station Activation and Configuration Service includes activation of cloud services and configuration of radio groups,
connections, access control, visibility control, pricing, reports and alerts. One time initial service per station $349

Commercial Cloud Plan available in prepay options:
Annual fee includes: Commercial Cloud Plan, 24-7-365 Customer Service for Drivers via 800 number, Reporting, Software Updates, Station Manager Account Access, Data Collection and Credit Card Capability Pricing, Automatic Funds Collection, Power Management and Videos.

1 year $365
2 years $715 ($357.50 per year) per plug
3 years $1,040 ($346.66 per year) per plug
4 years $1,360 ($340 per year) per plug
5 years $1,555 ($311 per year) per plug

Optional Programs:

Assure Warranty optional extended Labor and Parts Warranty:

1 year $600
2 years $1,140 ($570 per year)
3 years $1,620 ($540 per year)
4 years $2,040 ($510 per year)
5 years $2,100 ($420 per year)

**** Other Standard Terms and Conditions**

20% restocking fee for any product returned to ChargePoint
Terms: 50% due upon placement of order and balance due 30 days after shipment of product.
Issue payment to CD LLC.
ChargePoint 2 year part warranty applies for all products. Warranty will be between purchaser and ChargePoint.
Cloud and Assure plans start upon station activation or 90 day's after ship date, whichever is first.☐
Prices are confidential and expire: August 29, 2024

Rob Spatz - 518-645-6733 - rob.spatz@carbondayevcharging.com - 163 S. Wheeling Rd. - Wheeling, IL 60090
Visit Our Website: https://carbondayevcharging.com/

Appendix B (S&NR June 9, 2025)

QUOTE
July 30, 2024

Mr. Matt Starnes
Lebanon Missouri Main Street
116 W. Commercial St.
Lebanon, MO 65536
417-718-3412
matt.s.starnes@gmail.com

Paired CPE250-Dual Cord DC 62.5KW Charger with Combo and CHadeMO connectors
5 Years Labor and Parts Warranty
Reference: McFarland WI Contract # 23-5256 Paired DC Fast Charging Stations

Model Number	Description	QTY	Price Per Station	Total Price
ChargePoint	62.5 KW		(List $31,250)	
CPE250-625-CCs1-200A-CHD	1XCCS1-200A and 1XCHAdeMO Cable	2	$28,125	$56,250
CPCLD-ENTERPRISE-DC-5 Cloud Plan	Reference Page 2 of Quote for Explanation	2	$5,400	$10,800
CPE250--PAIRINGKIT-F	Pairing Kit for CPE250 - INCLUDED	2	$0	$0
CPE250- Commissioning	Reference Page 2 of Quote for Explanation	2	$1,230	$2,460
CPE250-ASSURE-5 Warranty	Reference Page 2 of Quote for Explanation	2	$13,650	$27,300
CPE250-CMT-IMPERIAL	Concrete Mounting Template	2	$0	$0
CPSUPPORT-ACTIVE Initial Activation	Reference Page 2 of Quote for Explanation	2	$349	$698
Lug Nut	For Mounting of Station	2	$49	$98
Shipping	Shipping	2	$1,500	$3,000
Subtotal				$100,606
REVISED CARBON DAY DISCOUNT		2	-$11,304	-$22,608
Amount Due	Total cost before installation			$77,998.00

Signature **Date**

Ship to:

Rob Spatz - 518-645-6733 - rob.spatz@carbondayevcharging.com - 163 S. Wheeling Rd. - Wheeling, IL 60090
Visit Our Website: https://carbondayevcharging.com/

Initial Station Activation and Configuration Service includes activation of cloud services and configuration of radio groups, connections, access control, visibility control, pricing, reports and alerts. $349

Enterprise Cloud Plan available in prepay options:

Annual fee includes: Secure network connection, station inventory, 24-7 Driver support, Host Support, Session Data and Analytics Fleet Vehicle Management and Integration, Fleet access control, Valet dashboard. Time of Use-varying Power Management (Circuit, panel, site sharing), scheduled charging, Driver access control, Pricing and automatic funds collection, Waitlist, Videos, Meter data and advanced analytics, Building energy management system API, Real time DC dynamic power management Occupancy detection, Predictive maintenance and diagnostics.

1 year $1,200
2 years $2,340
3 years $3,420
4 years $4,440
5 years $5,400

CPE250-Commissioning. $1,230

On-Site Validation of cellular coverage, electrical capacity, transformers, panels, breakers, wiring and station installation meets all ChargePoint published requirements. On station activation and assist ChargePoint to complete final activation.

Optional Programs:

Assure Warranty optional extended Labor and Parts Warranty - Commission required.

1 year $3,410
2 years $6,480
3 years $9,210
4 years $11,600
5 years $13,650

**** Other Standard Terms and Conditions**

Invoice Terms: 50% due upon placement of order and balance due 30 days after shipment of product.
Issue payment to CD LLC
ChargePoint 2 year parts warranty applies for all products. Warranty will be between purchaser and ChargePoint.
Cloud and Assure plans start upon station activation or 90 days after ship date, whichever is first.
Prices are confidential and expire: August 29, 2024

Rob Spatz - 518-645-6733 - rob.spatz@carbondayevcharging.com - 163 S. Wheeling Rd. - Wheeling, IL 60090

Visit Our Website: https://carbondayevcharging.com/

PAS
QUICKNOTES

This PAS QuickNotes *was prepared by Joe DeAngelis, AICP, Research Manager at the American Planning Association.*

Electric Vehicle Charging Stations

After years of false starts, the time of electric vehicles (EVs) has finally arrived. Advancements in battery storage and vehicle range, lower prices, and federal investments and incentives are helping to pave the way for the mainstreaming of EVs. The rapid deployment of EV charging infrastructure is essential to maintaining this momentum.

To help realize the wider benefits of EV adoption, especially the promised reductions in greenhouse gas emissions and other harmful forms of pollution associated with fossil fuels, it is essential for planners to understand the evolving state of EV charging stations and how to maximize their benefits at the local level.

BACKGROUND

While battery-powered cars are nearly as old as cars themselves, widespread adoption of EVs has been elusive. EVs depend on the availability of widespread charging infrastructure, just like gas-powered vehicles depend on the availability of gas stations. But without a critical mass of EVs already on the road, there is little incentive to build charging stations. "Range anxiety," a driver's concern that their EV may run out of power, has long been a limiting factor in wider-scale EV adoption. A few notable shifts, however, may be spelling an end to this dynamic.

Though the cost of an EV is still high compared to traditional cars, falling prices combined with federal and state incentives have helped to grow market share considerably. The National Electric Vehicle Infrastructure (NEVI) Formula Program, established under President Biden's Infrastructure Investment and Jobs Act, has committed $5 billion for states to build out charging infrastructure along the interstate highway system and in disadvantaged communities. These developments, coupled with significant technological advancements in battery storage and charging speed as well as multibillion-dollar carmaker commitments and investments in EVs, all point to a future in which charging stations are ubiquitous across the country. Planners can play a role in helping to grow this network in ways that benefit their communities.

CHARGING STATION TYPES

EV charging infrastructure comes in three types: Level One, Level Two, and Level Three. Level One charging, by far the most common type, requires nothing more than standard 120-volt power. This enables EVs to be charged at home, though the process is slow; it can take more than 24 hours to fully charge a depleted battery. However, topping up the battery overnight is more than enough for the roughly 39-mile-per-day average driven by most Americans.

Limited electrical upgrades at home allow for Level Two charging, which uses 240-volt power. Its specialized equipment adds to overall cost but can cut charging time by 50 percent or more, improving convenience. This is the most common charging station encountered in parking garages, parking lots, workplaces, and other public locations. Both Level One and Level Two charging can be built or retrofitted into existing public or private space, which makes them well suited for incidental charging while parked at a store or restaurant, at work, or while sleeping at home.

Level Three charging can fill an empty battery in about 30 minutes. It is far more expensive to install and operate than Levels One and Two and is more likely to be built as dedicated infrastructure, similar to a traditional gas station.

EV charging station on a college campus in San Luis Obispo, California. Credit: Swalls/iStock/gettyimages.com.

American Planning Association
Planning Advisory Service
Creating Great Communities for All

Planners should consider how to best implement these charging stations in the local built environment. What are the zoning or siting implications for at-home or public charging infrastructure? How might the longer time to charge an EV lead to potential issues of site access for publicly accessible charging stations? Given the growth in EVs, there may soon be far more demand for charging stations in convenient places. How can planners balance this increasing demand fairly and equitably with the needs of others?

DISTRIBUTION AND EQUITY

Ensuring the equitable distribution of charging stations while mitigating any potential issues of siting and design are two of the most critical challenges as EVs hit the mainstream. Currently, adoption rates for EVs and the availability of Level Two or Three charging stations are far lower in rural areas than in urban and suburban locations, and the distribution and accessibility of charging stations are important considerations. People who don't live in single-family homes or lack a driveway or garage likely won't have the opportunity to charge at home and may have to rely on public or workplace charging stations, which tend to be located in or near affluent and primarily white neighborhoods. This dynamic can lead to "charging deserts," particularly in Black and Latino communities. For residents of these areas, this will add additional barriers to EV adoption as well as increasingly disproportionate exposure to air pollution from gasoline-powered vehicles.

With significant federal funding recently dedicated to expanding charging station infrastructure in both rural and urban areas, planners should play a major role at the local level in working to ensure charging stations are equitably distributed and accessible to all.

TECHNOLOGICAL CHANGE AND DISRUPTION

As an emerging market, the technology of EVs and charging stations is changing rapidly. Given the significant technological advancements happening in battery storage, charging speeds, and vehicle range, there is potential for on-the-ground investments in charging infrastructure to become quickly outdated. The increasingly strident role played by a few large players in the EV field, particularly Tesla, may also lead to significant local challenges. Gas stations tend to be independently franchised and serve all kinds of gasoline-powered vehicles. Tesla charging stations, by contrast, are exclusive to owners of Tesla vehicles (unless other users purchase an adapter). Such proprietary charging technology, while initially helping to grow the industry as a whole, has led to questions regarding the role of the private sector in the public realm. Given the growth potential for EVs, there are also major implications for the future of gas stations in communities across the United States. What might happen to these sites, and the people who work there, is an open question.

Planners should stay engaged in the mainstreaming of EVs generally, and the development of charging stations specifically. Planners are particularly well positioned to observe trends related to charging station deployment and EV adoption at the local level, particularly as new technology comes on the market, which can inform the development of local plans and codes.

CONCLUSION

While the deployment of charging infrastructure will have its challenges, the benefits of widespread EV adoption to climate and environmental outcomes are clear. Planners should work to ensure that charging stations are deployed fairly and equitably across communities now and into the future.

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FURTHER READING

Published by the American Planning Association

APA Learn. 2021. "Come Down to Electric Avenue."

Vock, Daniel. 2021. "Electric Vehicles Are on the Rise. Is Your Community Ready?" *Planning*, July 1.

Other Resources

California Governor's Office of Business and Economic Development. 2019. *Electric Vehicle Charging Station Permitting Guidebook*. July.

New Jersey Dept of Environment Protection. 2022. *Charge Up Your Town: Best Management Practices to Ensure Your Town is EV Ready*. February.

New York State Energy Research and Development Authority. 2022. Charge NY: Charge Electric Best Practice Guides and Cases.

U.S. Department of Transportation. 2022. National Electric Vehicle Infrastructure Formula Program–Minimum Standards for EV Charging Station Projects (23 CFR Part 680).

VILLAGE OF
McFarland

SUMMARY SHEET

MEETING DATE: **Monday, June 9, 2025**

SECTION: **Business**

DEPARTMENT: **Community Development**

CONTACT: **Kong Thao, Associate Planner, Andrew Bremer, Comm & Eco Dev Director**

AGENDA ITEM: **Discussion and action on a recommendation to the Village Board to submit a Charge Up Dane County grant application.**

PREVIOUS ACTION:

ISSUE SUMMARY:

Dane County is offering a grant opportunity called, The **Charge Up Dane County**. This grant opportunity seeks to provide federal funding to add publicly accessible EV charging infrastructure that is critical for making EV transportation available to everyone, especially those living in rural areas, low- and moderate-income neighborhoods, and multi-family housing. Charge Up Dane County will use a data-driven, community-informed approach to build new EV charging stations. Stations will be sited, designed, and operated to prioritize and deliver benefits to disadvantaged, overburdened, and underserved communities. The host sites selected through this RFP will support those efforts. Applications are due Friday, June 13, 2025 at 2:00 PM.

Submission of Applications

Dane County intends to cast a wide net to capture as many applications to expand EV charging locations as possible. The Village is looking to submit two applications for two different locations: the Public Safety Center and Bashford Street Parking Lot (adjacent to Arnold Larson Park). If selected, the host sites will receive complimentary installed EV charging infrastructure (5-6 spots for Level 2 chargers, one of which must by an ADA stall) as well as maintenance and operations support for five (5) years, in exchange for offering the public access to reasonably-priced EV chargers on their site. Dane County provided an example of reasonable pricing, which includes the following breakdown.

Electricity	$0.15 / kwh
State Tax	$0.03 / kwh
Handling	$0.01 / kwh
Total	$0.19 / kwh

Dane County will assist with pricing to cover costs, while trying to keep chargers at affordable pricing. It is expected that charging fees are paid by EV owners using the chargers. The two locations include the following list of amenities that Staff hope will strengthen the applications submitted:

- Public Safety Center, 6001 Broadhead Street
  - Three off-street parking lots, totaling 49 public off-street parking stalls
  - Park lots to the west, north, and east all include capped conduit connections for future EV charging equipment

- A public building with sidewalks
- Near immediate emergency response time
- Adequate lighting fixtures in the parking lot and security cameras pointed at entry points all around the building.

- Bashford Street Parking Lot, 6001 Exchange Street
  - 34 total public off-street parking stalls
  - Adjacent to the downtown Main Street area
  - Connection to adjacent utility
  - May provide access to EV charging stations within Village center

If either of the grant applications are accepted Dane County will do initial design and environmental review with their engineering consultant to verify the locations. Once Dane County has approval for the sites they will procure charging equipment and construction services. With this first round of funding the County is looking for 60-70 sites. Depending on the applications received and awarded, the County may open up additional grant application periods later this year. For additional details, the following link is available to direct viewers to their project web page.

- Charge Up Dane County: Accelerating Access to EV Transportation for All

FINANCIAL/BUDGET IMPACT:
If selected, the awarded funding would include the purchasing of all charging equipment, installation, maintenance, operation, and software.

VILLAGE PLAN REFERENCE:
Sustainability Plan, 2021
On page 17, Near-Term Transportation Actions, *Provide electric vehicle charging stations at municipal facilities*.

ORDINANCE REFERENCE:

BOARD, COMMISSION OR COMMITTEE RECOMMENDATION:
Recommended motion:

Motion, and second, to recommend approval to the Village Board submittal of two grant application for the Charge Up Dane County Grant located at the Public Safety Center, 6001 Broadhead St and Bashford Street Parking Lot, 6001 Exchange Street.

ATTACHMENTS:
None