At the locations indicated, amend the bill, as shown by senate substitute amendment 3, as follows:

1. Page 2, line 4: after that line insert:

   “(ag) “Electric provider” has the meaning given in s. 16.957 (1) (f).
   (ar) “Local governmental unit” has the meaning given in s. 66.0440 (1) (b).”.

2. Page 2, line 11: after that line insert:

  “(4) Notwithstanding sub. (2), the department of transportation may take any of the following actions with respect to the national electric vehicle charging infrastructure grant program under 23 USC 151 (f):
   (a) Contract with and disburse federal funds to 3rd parties if approved by the joint committee on finance under s. 13.10.
   (b) Authorize and contract with an electric provider or a person described in s. 196.01 (5) (b) 8. to own and operate a charging facility that is available to the public
on property owned by a state agency if approved by the joint committee on finance under s. 13.10.

(c) Disburse federal funds to a local governmental unit for the purpose of allowing, as authorized under s. 66.0440 (3), an electric provider or a person described in s. 196.01 (5) (b) 8. to own and operate a charging facility that is available to the public on property owned by the local governmental unit if approved by the joint committee on finance under s. 13.10.

(d) Disburse federal funds to a local governmental unit for the purpose of owning and operating a charging facility if the local governmental unit is authorized under s. 66.0440 (6) to own and operate a charging facility that is available to the public.”.

3. Page 4, line 2: after that line insert:

“(6) Notwithstanding sub. (2), a local governmental unit may own and operate a charging facility that is available to the public if all of the following apply:

(a) The department of transportation makes a grant to pay the capital, operational, and maintenance costs associated with the charging facility with funds from the national electric vehicle charging infrastructure grant program under 23 USC 151 (f).

(b) The charging facility is needed to meet a demonstrated need for electric vehicle charging capacity in a geographic area of the state that is not currently being met and all of the following apply:

1. The electric provider, as defined in s. 16.957 (1) (f), serving the area indicates that it does not intend to site a charging facility in that area.
2. No person described in s. 196.01 (5) (b) 8. indicates that the person intends to site a charging facility in that area.

   (c) No tax revenue subsidizes, directly or indirectly, any costs associated with the charging facility.

   (d) No revenue generated by the charging facility is used to directly or indirectly supplement the local governmental unit’s budget.

   (e) The grant provided under par. (a) is approved by the joint committee on finance under s. 13.10.”.

   4. Page 6, line 2: after that line insert:

   “(2) Revenue based on vehicle miles traveled. The department of transportation shall conduct a study on methods for generating revenue for the transportation fund based on vehicle miles traveled. The department of transportation shall submit a report of its findings to the appropriate standing committees of the legislature and the joint committee on finance no later than January 1, 2023.”.