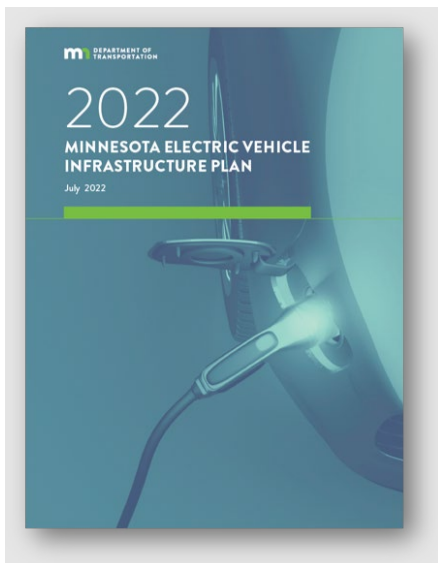


02/17/2023

National Electric Vehicle Infrastructure Program (NEVI)

The National Electric Vehicle Infrastructure (NEVI) formula program provides funds for states to install fast chargers for electric vehicles (EVs). Minnesota expects to invest about \$68 million from this program over five years, along with a 20% non-federal match. Minnesota submitted a Statewide Electric Vehicle Infrastructure Plan that was approved in Fall 2022.¹



Program Purpose

The NEVI program provides funds for states to install fast chargers for electric vehicles along designated corridors. It aims to provide reliable, long-distance EV travel, while also recognizing the unique needs of different regions and communities.

Key Program Elements

Locations

Initially, NEVI funds must build out federally designated Alternative Fuel Corridors (AFCs). For Minnesota the two AFCs are I-94 and I-35. Additional AFCs may be added. Stations must be built no more than 50 miles apart and

¹ 2022 Minnesota Electric Vehicle Infrastructure Plan, Minnesota Department of Transportation, July 2022. https://edocs-public.dot.state.mn.us/edocs_public/DMResultSet/Urlsearch?columns=docnumber,docname&folderid=20009901

For more information visit: <https://talk.dot.state.mn.us/ev-infrastructure-plan>

Or contact: Siri Simons, Sustainability Supervisor, siri.simons@state.mn.us or Beth Kallestad, Sustainability Planner, elizabeth.crouteau.kallestad@state.mn.us

need to be located less than one mile off the corridor. MnDOT anticipates charging stations will be located on private or public property that will be accessible 24/7.

Currently, MnDOT does not have explicit statutory authority to install EV chargers off the state trunk highway system or MnDOT right-of-way. MnDOT right-of-way is not a priority for fast chargers for several reasons, including:

- MnDOT right-of-way lacks many of the amenities of privately-owned, publicly accessible sites.
- MnDOT cannot charge drivers a fee to use fast chargers on MnDOT right-of-way due to the prohibition on the servicing of motor vehicles in Federal law (23 U.S.C. §111) and State law (§160.08, subd. 7), which makes the business case challenging for working with the EV charging industry.
- MnDOT does not intend to operate and maintain EV charging stations.

The proposed EV infrastructure program will provide legislative support for MnDOT to distribute federal and other non-state funds to install EV chargers, including at locations off the state trunk highway system.

Charging Station Criteria

Each location will include at least four 150kW direct current fast charging ports that are capable of simultaneously charging four EVs (for a total of 600kW). NEVI requires the charging stations are to be operational 97% of the time. Once the AFCs are built, funding may be used on any public road or in other publicly accessible locations. MnDOT plans to do a competitive solicitation in the summer of 2023 to get applications from potential site host/installer teams for the AFC charging stations.

Charging Station Costs

Currently, each charging station is estimated to be \$900,000 per location, including all the aspects of construction and equipment.

Timeline

Minnesota will receive and program funds for Federal Fiscal Years 2022 – 2026. MnDOT is looking to work with third-party entities to submit applications for station locations they will install, own, operate and maintain for 5 years.

Deliverables

With the first round of funds, MnDOT anticipates 16 locations will be chosen from a total of 56 exits. The Minnesota EV plan identified a map of potential exits and cluster areas is included for consideration along the designated alternative fuel corridors. This meets the “fully built out” requirement for current AFCs.

Annual plan updates will identify opportunities to add additional charging station priorities and locations. MnDOT will look at possibly nominating additional AFCs when the Federal Highway Administration opens the next nomination cycle.