



IJA program updates

June 26, 2023

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National Electric Vehicle Infrastructure (NEVI) Formula Program

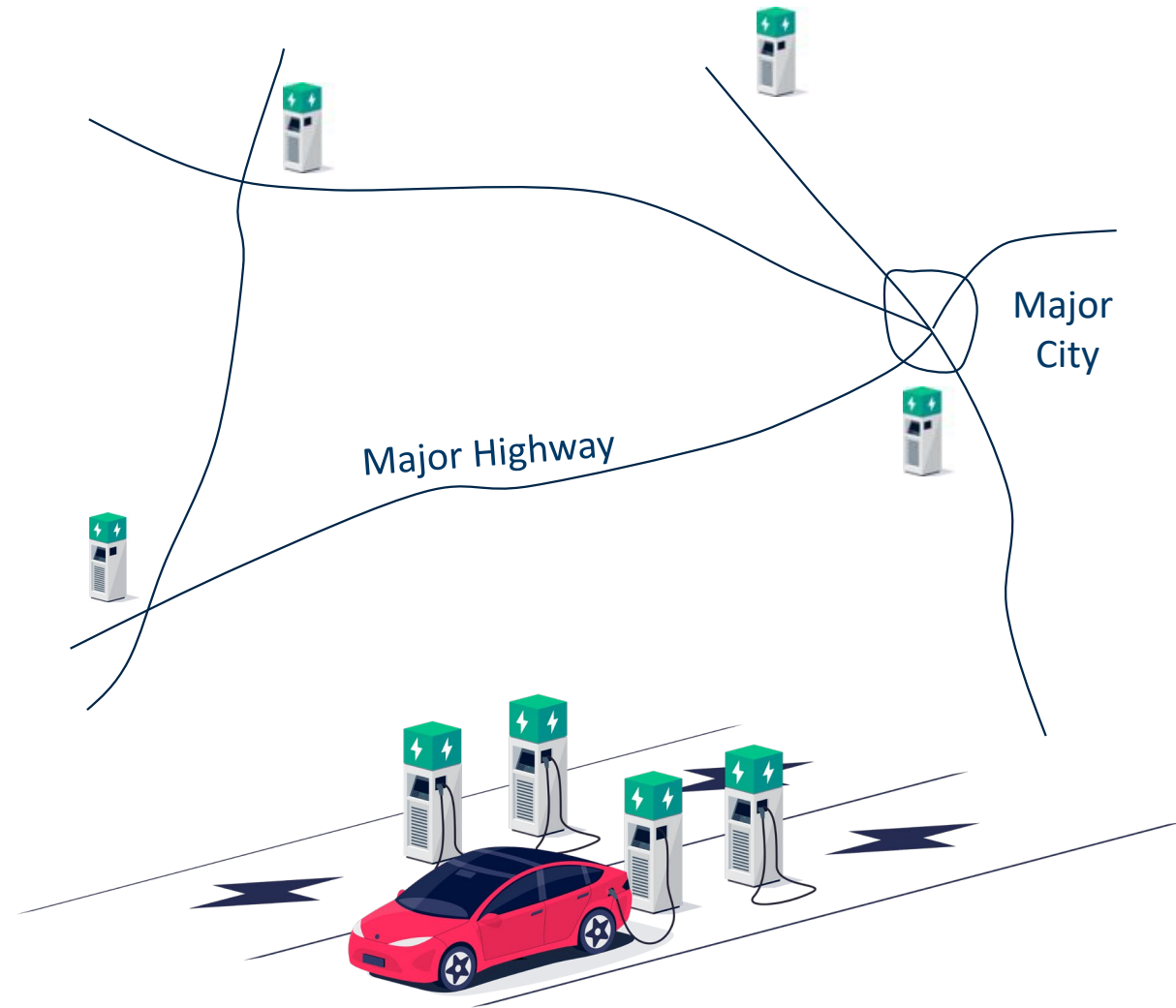
What is NEVI?

- Funds states to install DC fast chargers along
- Federal appropriation for Minnesota is \$68 million for federal FY 22 – 26
- 20% non-federal match and state legislative spending authorization required
- Plan submitted to new Joint Office of Energy and Transportation by Aug 1 to access formula funds
- MN Plan approved September 14, 2022

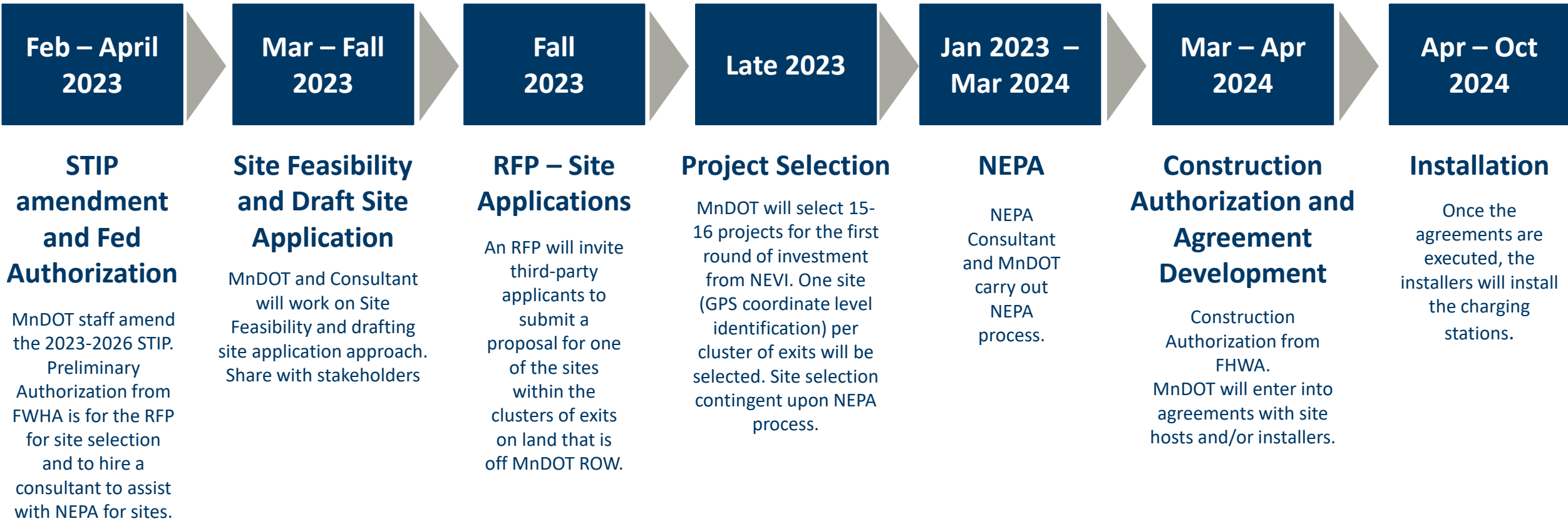


So how does the NEVI program work?

- Funding must be used to build out Alternative Fuel Corridors (AFCs) first before spent on non-AFC corridors
- MnDOT's first year of funding will focus on the build-out of NEVI compliant chargers along the existing AFCs in Minnesota: I-94 and I-35
- Charger requirements for full build out
 - DC Fast Charging
 - Located every 50 miles
 - Located <1-mile from AFCs
 - 4 -150 kW fast charging ports at each site
- Third-parties will own, operate and maintain the stations.



Installing chargers along I-94 and I-35 (dates may shift)



Stay Informed

Electric Vehicle Infrastructure Plan

Part of the bipartisan infrastructure law created the National Electric Vehicle Infrastructure (NEVI) Formula Program. That program provides funds for states to install fast chargers for electric vehicles (EVs).

New federal program

In Minnesota, we expect to invest about \$68 million from this program over five years, along with a 20% non-federal match. To be eligible for the federal program, Minnesota submitted a Statewide Electric Vehicle Infrastructure Plan on July 29, 2022. The plan was approved on Sept. 14, 2022.

Our state's plan

Our plan identifies investments in fast charging along Minnesota's existing Alternative Fuel Corridors (AFCs) — I-94 and I-35. At first, we'll focus on light-duty EV charging needs. In 2023, we'll update the plan to address medium- and heavy-duty EVs.

- [Minnesota Electric Vehicle Infrastructure Plan Overview \(PDF\)](#)
- [Minnesota Electric Vehicle Infrastructure Plan \(PDF\)](#)
- [Appendix \(PDF\)](#)

Get involved

- [Sign up for email updates](#)

Key dates	
MnDOT submits plan to FHWA	August 01 2022
Minnesota EV Infrastructure Plan Approved	September 14 2022
Site Feasibility Analysis - January ~ May 2023	January 2023
Solicitation for site applications (tentative)	July 2023
Site selection decisions made (tentative)	September 2023

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<https://talk.dot.state.mn.us/ev-infrastructure-plan>

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<https://talk.dot.state.mn.us/ev-infrastructure-plan>

PROTECT Formula Program

PROTECT Formula Program Overview

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

- Purpose
 - Provides funds to states to help make surface transportation more resilient to current and projected natural hazards
- Federal appropriation
 - \$23 million annually for Federal FY 22-26 (State FY 23-27)
 - Funds to be used on the Federal Aid System: roadways classified as rural major collectors, urban collectors, or higher functional classifications

PROTECT Funds | Investment Approach

- Distribution approach, FY24-27:
 - 70/30 split between Districts and ATPs
 - Expand resilience, not backfill funding gaps or replace other federal funds
- What projects can be funded?
 - Phase 1, FY24-25:
 - Broad FHWA guidance will determine project eligibility
 - Phase 2, FY 26-27:
 - A Resilience Improvement Plan set priorities and inform methods for project identification to respond to Minnesota-specific climate vulnerabilities

Resilience Improvement Activities

Resilience Improvement Purpose:

“making (surface transportation assets) more resilient to current and future weather events and natural disasters,

such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperature, and earthquakes.”

23 USC 176(b)(2)(C)(i)

Annual Funding Distribution Targets		
	Districts (2024-2026)	ATP (2024-2027)
District 1	1,400,000	
ATP 1		800,000
District 2	900,000	
ATP 2		500,000
District 3	2,000,000	
ATP 3		1,200,000
District 4	1,400,000	
ATP 4		600,000
District 6	1,400,000	
ATP 6		1,000,000
District 7	1,200,000	
ATP 7		700,000
District 8	700,000	
ATP 8		500,000
Metro District	9,000,000	
ATP M		6,400,000

Consider the following questions in project selection:

- Is the project in a vulnerable area?
- Have maintenance staff noted a consistent issue with a particular area related to structural deficiencies?
- Is the project making a resilience improvement to a vulnerable asset that would not have been fixed in the next three years?
- Are there different tactics that could achieve resilience?
(e.g., culverts that could be lined instead of rebuilt)
- Will the project benefit disadvantaged communities?

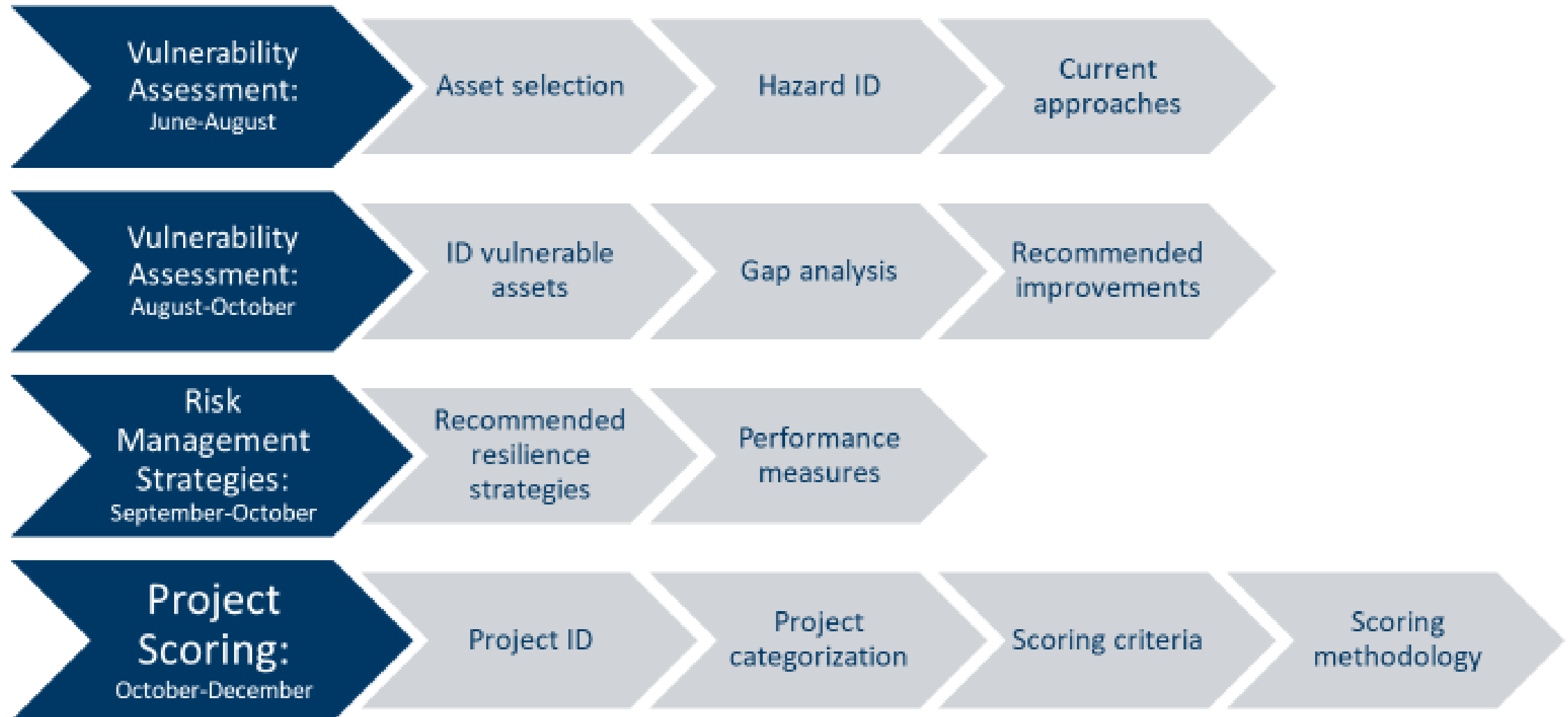
Resilience Improvement Plan (RIP)

- Timeline: *May 2023 – March 2024*
- Engagement Plan: *under development*
- Phased approach

Audiences

- MnDOT staff
- Transportation Partners
- Tribal governments
- Climate specialists
- Public
- Other planning professionals

Key RIP timelines



PROTECT Contact

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<http://www.dot.state.mn.us/protect/>

Carbon Reduction Program (CRP)

Carbon Reduction Program

- What is the purpose of CRP?
 - Reduce transportation emissions (CO² emissions) from on-road highway sources
- How?
 - Develop state carbon reduction strategies
 - Fund projects designed to reduce transportation emissions
- Budget
 - \$20.9 million annually in Minnesota

CRP Project selection FY23 & FY24 | Approach

	FY 2023	FY 2024	FY 2025 & beyond
Statewide	~\$7.1 million	~\$7.3 million	Carbon Reduction Strategy to determine project funding process
MPO	~\$7.73 million	~\$7.9 million	
Areas less than 50,000	~5.67 million	~5.7 million	
	20.5 million	20.9 million	

- CRP funds are to be programmed in the areas that they were dispersed
- Funds are not based on roadways system ownership, but on location (population based)

CRP | Eligible Projects

- Traffic monitoring/management
- Truck stop electrification systems
- Public transportation
- Transportation alternative (on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation)
- Advanced transportation and congestion management
- ITS and V2I
- Energy efficient lighting and traffic control
- Carbon reduction strategy
- Congestion pricing, TDM, tolling and VMT reduction
- Reduce environmental and community freight impacts
- Alternative fuel vehicles and charging/fueling
- Zero-emission construction equipment and facilities
- Diesel engine retrofits
- Projects that do not add new capacity

Who can apply

- Cities
- Counties
- MnDOT Districts
- Tribes
- Non-State Aid cities or counties should obtain a sponsor
 - Cities under 5,000 population
 - Non-profits

Carbon Reduction Strategy

- Documents strategies for use of Carbon Reduction Program (CRP) funds
 - Implementation for FY 2025 and FY 2026 project selection starting for 2025-2028 STIP cycle (December 2023/January 2024)
 - Guides project selection and process for statewide funds, MPO funds and ATP funds
- Federal requirement by November 15, 2023
- Developed from March 2023 to October 2023 with lots of engagement

- Let's Talk Transportation

<https://talk.dot.state.mn.us/carbon-reduction-strategy>

- Survey – live through 7/14
- Online Forum – live through 7/14
- Social media
- Engagement in a Box
 - Share the word!

Audiences

- Public
- Tribal governments
- Transportation Partners
 - MPOs
 - ATPs
 - Local/regional transit operators
 - State agencies
 - FHWA/FTA
- Special interest groups
- MnDOT
- Private sector businesses

CRP

Questions & Resources

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<https://www.dot.state.mn.us/carbon-reduction-program/>

<https://talk.dot.state.mn.us/carbon-reduction-strategy>