

Electric Vehicle Infrastructure Program

January 2024 – December 2025

Prepared by:

The Minnesota Department of Transportation
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1899

Phone: 651-296-3000

Toll-Free: 1-800-657-3774

TTY, Voice or ASCII: 1-800-627-3529

To request this document in an alternative format, call 651-366-4718 or 1-800-657-3774 (Greater Minnesota).
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The cost of preparing this report is less than \$5,000 to prepare, including staff time, printing and mailing expenses.

February 12, 2026

The Honorable Brad Tabke, Co-Chair
House Transportation Finance & Policy Committee
5th Floor, Centennial Office Building
Saint Paul, MN 55155

The Honorable Scott Dibble, Chair
Senate Transportation Committee
3107 Minnesota Senate Building
Saint Paul, MN 55155

The Honorable Jon Koznick, Co-Chair
House Transportation Finance & Policy Committee
2nd Floor, Centennial Office Building
Saint Paul, MN 55155

The Honorable John Jasinski
Ranking Minority Member
Senate Transportation Committee
2227 Minnesota Senate Building
Saint Paul, MN 55155

Re: Electric Vehicle Infrastructure Program Report: January 2024 – December 2025

Dear Legislators,

The Minnesota Department of Transportation is pleased to present a report about the Electric Vehicle Infrastructure Program in Minnesota in accordance with [Minnesota Statute 174.47, Subd. 5](#)

This report covers federal and state funds and programmatic activities January 1, 2024, through December 31, 2025, providing the most up-to-date status of Minnesota's Electric Vehicle Infrastructure Program. It reflects significant progress made in the program's development and rollout, while also acknowledging the ongoing adaptation to evolving federal guidance and lessons learned throughout implementation.

Please contact me with any questions you may have, or you may contact Amber Dallman, Director, Office of Sustainability and Public Health, MnDOT at amber.dallman@state.mn.us.

Sincerely,



Nancy Daubenberger, P.E. (MN)
Commissioner

Table of Contents

Electric Vehicle Infrastructure Overview.....	5
Federal Program	6
Funding Summary (State, Federal, All Sources)	7
Contract and Staff Expenses.....	7
Changes since February 2024.....	8
Locations of infrastructure created with the program (type, public/private)	8
Description of how projects were selected.....	12
Evaluation and Awards	12
Regional Balance	13
Conclusion & Looking Ahead	14

Electric Vehicle Infrastructure Overview

The Minnesota Department of Transportation’s mission is to connect and serve all people through safe, equitable and sustainable transportation. We are committed to preparing for climate change and extreme weather already impacting our transportation system. The best transportation solutions support health, reduce emissions, and strengthen Minnesota’s future.

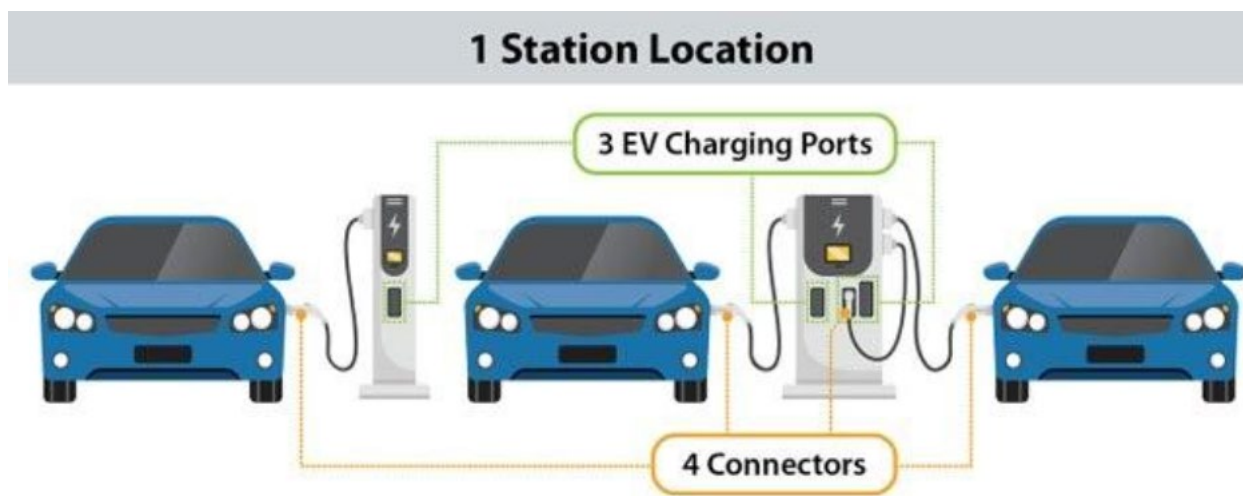
Transportation has been the largest contributor of carbon emissions in Minnesota since 2016. Minnesota is committed to decarbonizing the transportation sector to reduce greenhouse gas emissions. Transitioning vehicles to electric vehicles is key in MnDOT’s [Carbon Reduction Strategy](#) (2023). Electric vehicle (EV) adoption is necessary to achieve reductions in carbon emissions from transportation and improve air quality. For people to use EVs, there needs to be a statewide recharging network.

EV adoption and charger installation are growing in Minnesota as shown in the Atlas Public Policy [EV Dashboard](#). This dashboard provides information on types of EVs and charging infrastructure.

- Battery Electric Vehicles (BEVs) – uses only an electric motor; charged by plugging into an electrical source
- Plug-in Hybrid Electric Vehicles (PHEVs)- uses both an electric motor and a gasoline engine
- Direct Current Fast Charger (DCFC)- typically 50 kW – 350+ kW
- Level 2 Chargers - alternating current charging; typically, 3.6 – 19 kW

Per this EV Dashboard, as of Oct. 8, 2025, there are 59,763 BEVs and 24,914 PHEVs registered in Minnesota. There are approximately 819 DCFC public charging ports and 1,986 Level 2 public charging ports in Minnesota. One charging port can charge one vehicle at a time.

Figure 1-EV charging station components, Alternative Fuels Data Center



To support electric vehicle adoption in Minnesota, building out a fast-charging (DCFC) station network will help alleviate range anxiety, the greatest concern among prospective and current EV owners.

Federal Program

In 2021, the federal government created the National Electric Vehicle Infrastructure (NEVI) Formula Program. It provides funds for states to install fast chargers for EVs along designated Alternative Fuel Corridors (AFCs). For Minnesota the AFCs for EV charging are Interstates 35 (I-35), 94 (I-94), and 90 (I-90).

After certification by the Federal Highway Administration (FHWA) that the AFCs are “built out” states may use NEVI funds along other corridors. Minnesota expected to receive approximately \$68 million through the federal NEVI Formula Program. This includes obligated funding in fiscal years:

- 2022: \$10,089,418;
- 2023: \$14,518,786;
- 2024: \$14,518,886, and
- 2025: \$14,518,899.

MnDOT developed the initial Minnesota Electric Vehicle Infrastructure Plan (EV Plan) in 2022 in coordination with nonprofits, local units of government, utilities, fuel vendors, the public, and retailers. The EV Plan builds on past efforts to advance EVs and Electric Vehicle Supply Equipment (EVSE) in Minnesota and aligns with MnDOT’s 2022 Statewide Multimodal Transportation Plan (SMTP). The SMTP established a target to reduce the annual GHG emissions from the transportation sector by 80% from 2005 levels by 2040.

The Minnesota legislature appropriated approximately \$13M for EV infrastructure in 2023 for FY24 through June 30, 2027, to support this EV Infrastructure Program. In 2025, the state legislature reduced the amount by \$3 million. In February 2025, FHWA paused the use of any unobligated federal funds. MnDOT used state EV funds for five charging station projects that had not yet been obligated. FHWA allowed states to again use the NEVI funds after approval of a state EV plan update in September 2025. As of this report, Minnesota has obligated \$10.5M for rounds 1 and 2 and \$41.8M for a future round 3.

As of Dec. 31, 2025, MnDOT has completed two competitive grant rounds, resulting in 24 awarded projects. Of these:

- 22 projects have executed grant contracts
- 2 projects are in the final stages of agreement execution
- 3 projects are currently under construction
- 19 projects are in pre-engineering phases, preparing for groundbreaking in spring 2026
- 1 project site is operational: the Burnsville location was approved for operations on December 24, 2025

All awarded projects are located on privately-owned land, forming public-private partnerships that will support both the construction and long-term operation of fast-charging (DCFC) stations. Each grantee is responsible for design, installation, match financing, operation, and maintenance of the EV charging stations. Each site will feature four, 150 kW or greater Direct Current Fast Charging (DCFC) ports, capable of operating simultaneously

24/7. These stations are required to be operated at 97% “up time” for five years, in full compliance with NEVI program requirements (23 CFR 680) at which time the grantees can continue to operate them without MnDOT oversight. All 24 projects are expected to be under construction or completed by spring 2026.

Reaching the construction phase has taken additional time due to comprehensive planning and coordination, and MnDOT’s focus on front-end due diligence is intended to mitigate risks and support smoother implementation. This approach reflects Minnesota’s ongoing efforts to build a resilient and equitable clean-transportation network.

Funding Summary (State, Federal, All Sources)

Rounds 1 and 2 of Minnesota’s Electric Vehicle Infrastructure Program leveraged both state and federal funding to incentivize the development of EV chargers across AFCs. While federal funds can cover up to 80% of eligible project costs, Minnesota enhanced the incentive by allowing up to 90% coverage, using state, non-state road construction funds to bridge the gap. Grantees were required to contribute a minimum 10% match, with many projects exceeding this threshold.

During Round 2, federal funding was temporarily paused, and not all projects were able to be obligated due to uncertainty at the federal level. In response, Minnesota remained committed to advancing EV infrastructure by allocating state funds to five projects that were impacted by the pause, ensuring continued progress and honoring prior commitments.

All projects have received conditional awards in accordance with standard program procedures. As of this report, 22 out of 24 projects have executed grant agreements, with the remaining two pending final signatures.

Funding Commitments for all 24 awards total over \$22 million with the following breakout:

Federal Funds Committed:	\$10,465,378
State Funds Committed:	\$6,010,555
Grantee Match Funds Committed:	\$5,610,249

The program operates on a reimbursement basis, meaning most funds will be disbursed after the charger is constructed and receives a final inspection from MnDOT staff. Maximum reimbursement amounts were determined based on applicant requests and verified to align with program parameters.

Contract and Staff Expenses

For administration of the EV infrastructure program, approximately \$415,000 has been applied for staffing from January 1, 2024 through December 31, 2025. The program includes a dedicated grants and contracts coordinator to manage implementation and compliance and a planning director to support overall coordination and planning. As of January 2026, three consultant contracts have invoiced over \$667,000 for work completed thru

November 2025. This work includes conducting environmental reviews, identifying EV infrastructure needs and increase training and technical assistance resources to build workforce capacity.

Changes since February 2024

A previous legislative report – [2023 Electric Vehicle Infrastructure Program letter](#) - detailed Minnesota’s Electric Vehicle Infrastructure Plan (EV Plan).

With conditional awards issued for 24 charging locations along these corridors, Minnesota submitted a formal request to the Federal Highway Administration (FHWA) for certification of its AFC buildout. On Dec. 8, 2025, FHWA officially certified the buildout, recognizing Minnesota’s progress in establishing a foundational EV charging network.

This certification marks a significant milestone, unlocking eligibility for future rounds of NEVI funding. Importantly, these subsequent investments are no longer limited to interstate corridors—they may now be directed toward any public road or publicly accessible location, allowing for broader geographic coverage and equitable access to EV infrastructure across Minnesota.

MnDOT is prepared to move forward with subsequent competitive rounds of NEVI using Minnesota’s [Electric Vehicle Needs Assessment \(EVINA\)](#) completed in July 2025. To support Minnesota’s growing electric vehicle (EV) market, EVINA projected statewide charging needs based on anticipated increases in EV adoption. This included the need for a diverse mix of charging station types, such as DC fast chargers (DCFC) and Level 2 chargers. While DC fast chargers (DCFC) can charge deliver a full charge in 20-30 minutes, a Level 2 charger can typically provide 10–60 miles of range per hour, depending on the vehicle and charger capacity.

EV charging station guidelines were created for the implementation of EVINA. These guidelines define three distinct station types: long-distance hubs, destination charging hubs, and amenity charging hubs. They also establish consistent service expectations across the network. Specifically, the guidelines provide direction on suggested types of locations, power levels for each station type, number of charging ports per site, recommended amenities and services.

Using these guidelines and projections for the number of stations needed by 2030, a comprehensive statewide analysis (EVINA) was conducted to assess infrastructure needs for both long-distance travel and community-based charging.

Locations of infrastructure created with the program (type, public/private)

A total of 24 projects that were awarded in rounds 1 and 2 along the Alternative Fuels Corridors (AFC) are included in the Table 1 and Figure 2. Two locations are not represented:

- Location 9: The conditional award was rescinded due to a breakdown in communication; the grantee did not respond to follow-up requests. MnDOT has identified that fast chargers are present in this cluster, ensuring no infrastructure gap.

- Location 17: No applications were received for this cluster. MnDOT has identified the presence of fast chargers, ensuring no infrastructure gap exists.

All awarded projects are located on private property.

Figure 2 – AFC charging locations for full build-out certification, Nov 2025

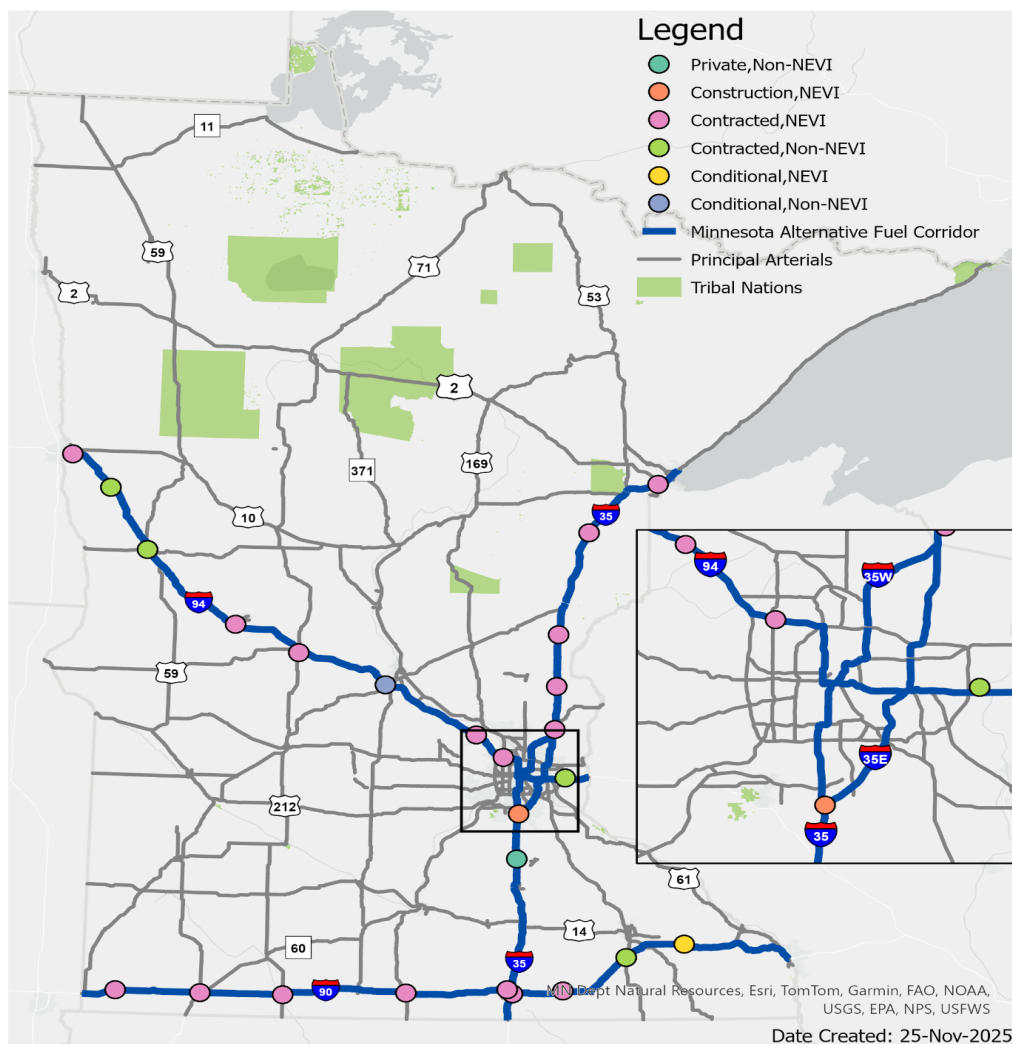


Table 1: Locations of electric vehicle infrastructure, type of infrastructure, maximum grant amount

Grantee	Location	AFC Interstate	Location Type	Maximum Grant Reimbursement
Circle K	Moorhead / Location 1	I-94	Gas Station	\$497,735.52
Energy Hunters	Barnesville / Location 2	I-94	Gas Station	\$519,938.50
Francis Energy	Fergus Falls / Location 3	I-94	Hotel	\$858,540.02
Pilot	Alexandria / Location 4	I-94	Gas Station	\$783,554.40
Circle K	Sauk Center / Location 5	I-94	Gas Station	\$497,735.52
Loves	Rockville / Location 6	I-94	Gas Station	\$724,556.60
Kwik Trip	St. Michael / Location 7	I-94	Gas Station	\$660,662.30
Francis Energy	Brooklyn Park / Location 8	I-94	Hotel	\$758,677.88
Kwik Trip	Lake Elmo / Cluster 10	I-94	Gas Station	\$746,764.20
Circle K	Proctor / Location 11	I-35	Gas Station	\$497,735.52
Kwik Trip	Moose Lake / Location 12	I-35	Gas Station	\$596,035.20
Circle K	Pine City / Location 13	I-35	Gas Station	\$302,281.92
Kwik Trip	North Branch / Location 14	I-35	Gas Station	\$662,330.40
Kwik Trip	Forest Lake / Location 15	I-35	Gas Station	\$649,755.00

Grantee	Location	AFC Interstate	Location Type	Maximum Grant Reimbursement
Francis Energy	Burnsville / Location 16	I-35	Hotel	\$828,952.68
Tesla	Albert Lea / Location 18	I-35	Gas Station	\$546,512.20
Francis Energy	Luverne / Location 19	I-90	Hotel	\$873,085.44
Kwik Trip	Worthington / Location 20	I-90	Gas Station	\$680,535.00
Francis Energy	Jackson / Location 21	I-90	Fast Food	\$923,949.63
Francis Energy	Blue Earth / Location 22	I-90	Coffee Shop	862,576.49
Kwik Trip	Albert Lea / Location 23	I-90	Gas Station	\$713,097.00
Kwik Trip	Austin / Location 24	I-90	Gas Station	\$650,853.00
Kwik Trip	Stewartville / Location 25	I-90	Gas Station	\$641,421.00
Loves	St. Charles / Location 26	I-90	Gas Station	\$998,648.21
TOTAL AMOUNT				\$16,475,378.01

* Bolded locations signify state-only funded.

*AFC (Alternative Fuel Corridor)

Description of how projects were selected

To implement Minnesota's Electric Vehicle Infrastructure Plan, MnDOT conducted two competitive grant rounds to select partners responsible for designing, building, operating, and maintaining EV charging stations. All selected sites are located on privately owned land, outside of MnDOT's right-of-way. In accordance with NEVI program guidance at the time of the grant rounds, all locations are situated within one mile of designated Alternative Fuel Corridors (AFCs).

Application Process and Public Engagement

MnDOT ensured a transparent and accessible application process, which included:

- Hosting an informational webinar for potential applicants
- Providing several weeks of Q&A opportunities
- Publishing the Request for Proposal (RFP) and supporting materials on the NEVI Program in Minnesota webpage

Applicants were required to complete the following steps:

- Review all application materials and guidance documents
- Register for a Unique Entity ID (UEI), also known as a SAMS number
- Register as a vendor in the Statewide Integrated Financial Tools (SWIFT) system
- Complete the application form and gather required documentation
- Submit the full application package by the deadline

Evaluation and Awards

MnDOT convened a grant review panel composed of agency staff to evaluate applications using a best-value scoring approach, in accordance with Minnesota Statutes §16B.97 and §16B.98. While cost was considered, it was not the primary factor. Scoring criteria were outlined in the RFP and focused on:

- Technical feasibility
- Site suitability
- Equity and accessibility
- Long-term operational sustainability

The highest-scoring applications within each geographic cluster were offered Conditional Awards. A total of 24 locations were selected across Rounds 1 and 2, as shown in Figure 2 and Table 1.

MnDOT then worked closely with selected grantees to complete pre-award audits and fulfill all program requirements prior to executing formal contract agreements.

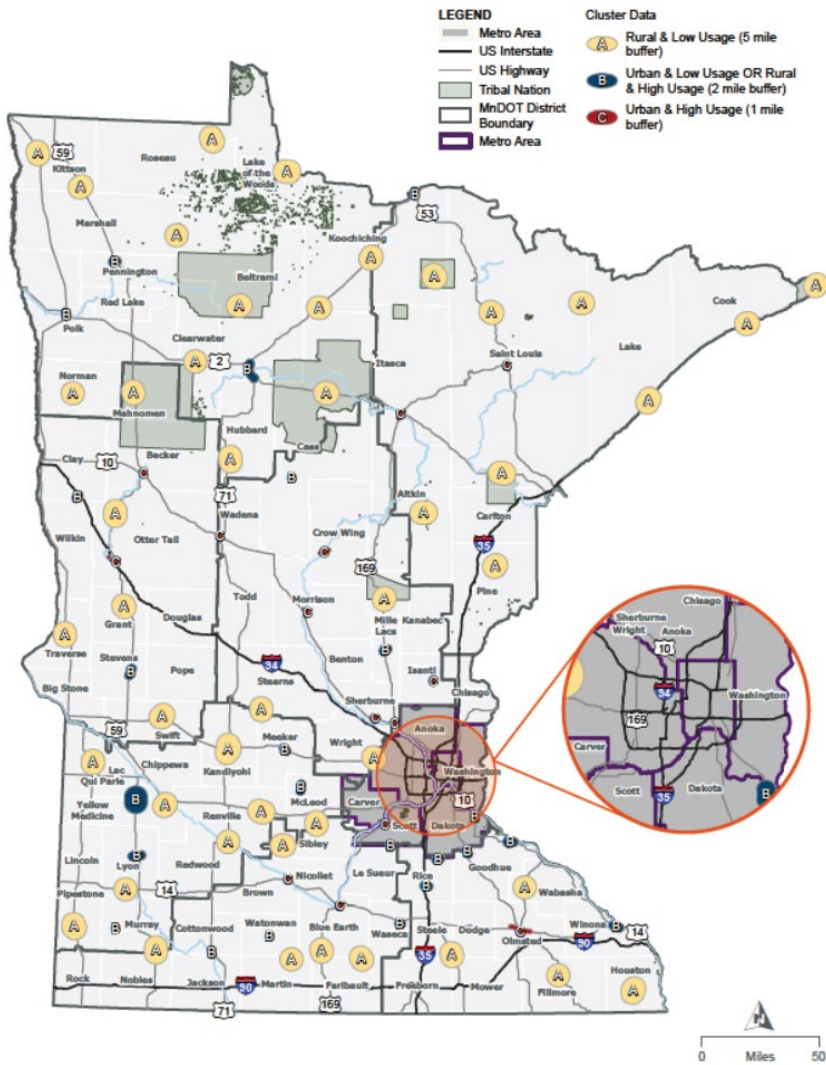
Regional Balance

In September 2025, following approval of Minnesota’s updated EV Infrastructure Plan and the release of federal NEVI funds, MnDOT prioritized work with the FHWA Minnesota Division to amend the 2025–2028 Statewide Transportation Improvement Program (STIP). This amendment authorized and obligated \$41.8M in federal funding to support the installation of DC Fast Charging (DCFC) stations at cluster locations across MnDOT districts.

EVINA identified a total of 73 cluster locations that have been federally authorized and obligated. These locations will inform the next round of NEVI grants, ensuring continued progress toward a robust, equitable, and accessible statewide EV charging network. EVINA provides a detailed list of these cluster locations across Greater Minnesota beginning on page 24 of the assessment that can be found here: [Electric Vehicle Infrastructure Needs Assessment](#). Figure 3 below provides a statewide illustration of all locations where DCFC stations would be needed to meet charging station guidelines developed as part of the EVINA project.

Future rounds of NEVI funding offer increased flexibility in site selection, enabling broader geographic reach across Minnesota. This expanded approach supports the development of a more inclusive and practical EV infrastructure network, one that fosters community-level growth in EV adoption and serves both residents and travelers throughout the state.

Figure 3: Long-Distance Base Coverage Map, Source: EVINA



Conclusion & Looking Ahead

State funds allocated to the electric vehicle program are currently obligated to active projects and authorized for use through Fiscal Year 2027. Given the extended timeframe of these projects, the intentional monitoring and oversight requirements, and the need to comply with federal rules and regulations, legislative action will be necessary to extend the availability of these funds beyond FY27. This extension is critical to ensure adequate resources for ongoing operations and maintenance of the EV chargers, in full adherence to MnDOT grant agreement commitments and stipulations.

As Minnesota continues to advance electric vehicle infrastructure under the NEVI program, the next steps include:

- **Finalizing Implementation Plans:** Aligning with federal requirements and incorporating stakeholder feedback to ensure equitable and efficient deployment.
- **Coordinating with Partners:** Strengthening collaboration with utilities, local governments, and private sector partners to accelerate charger installation.
- **Monitoring and Reporting:** Establishing performance metrics and reporting mechanisms to track progress and ensure transparency.
- **Preparing for Future Funding Cycles:** Identifying priority corridors and projects for upcoming NEVI allocations and complementary programs.

These actions will position Minnesota to make progress on clean transportation goals, support economic development, and provide residents and businesses with reliable access to EV charging infrastructure. MnDOT is committed to decarbonizing the transportation sector to reduce greenhouse gas emissions. Transitioning vehicles to electric vehicles is a key strategy to achieve reductions in carbon emissions from transportation and improve air quality. For people to use EVs, these state and federal investments are critical to building a statewide recharging network.