

RANK:

12

SCORE:
39.5/100

STATE TRANSPORTATION ELECTRIFICATION SCORECARD

MINNESOTA

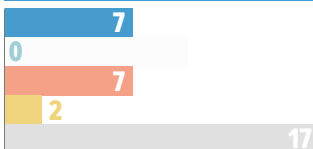


Minnesota ranks 12th in ACEEE's State Transportation Electrification Scorecard. The state scored 39.5 out of a possible 100 points, twice as high as the national average of 20 points.

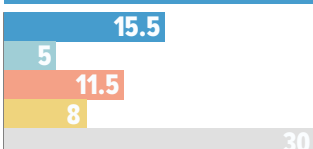
■ MINNESOTA ■ MW REGIONAL MEDIAN
■ TOP 30 MEDIAN ■ NATIONAL MEDIAN
■ TOTAL POSSIBLE POINTS



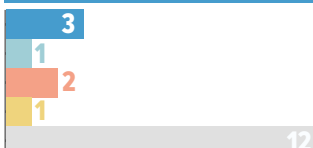
PLANNING AND GOAL SETTING



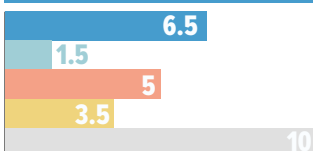
INCENTIVES FOR EV DEVELOPMENT



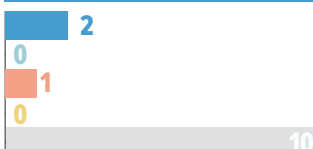
TRANSPORTATION SYSTEM EFFICIENCY



ELECTRIC GRID OPTIMIZATION



EQUITY



TRANSPORTATION ELECTRIFICATION OUTCOMES



Minnesota is the leader in the Midwest, showing great progress on electric vehicle (EV) and EV infrastructure deployment to date. The Minnesota Public Utility Commission (MPUC) has set guidelines for utility investment in EV charging infrastructure, resulting in \$23.6 million in funding for fleet and public charging with another \$13.5 million proposed. The state is poised to take meaningful steps to cement the strength of future EV policies as the Minnesota Pollution Control Agency has issued a rulemaking to adopt California's low- and zero-emission vehicle (ZEV) standards.

EV AND EV CHARGING INFRASTRUCTURE PLANNING AND GOAL SETTING

The state is a leader in directing utility investment in EV charging infrastructure. In 2019 MPUC issued an order finding that utilities have an important role in both policy and investment strategy for transportation electrification. This action could be further supported by state legislation to ensure the role of utilities in transportation electrification. Such legislation has passed in other leading states but not in Minnesota. The planning document *Accelerating Electric Vehicle Adoption: A Vision for Minnesota* provides a pathway toward achieving the goal of powering 20% of the light-duty cars in the state with electricity by 2030, but more can be done to ensure that aspirations are realized. Minnesota can show even greater commitment by ratifying the California ZEV standards and setting a target for heavy-duty EV deployment in the future. Updating statewide building codes to be more inclusive of EV-ready infrastructure would also be a positive step forward.

INCENTIVES FOR EV DEPLOYMENT

Minnesota's policy suite of utility incentives for Level 2 chargers and DC fast chargers (DCFCs) and its programs for commercial fleet charging are helping to advance transportation electrification in the state. Creating state incentives to cover a light-duty EV rebate program, such as Xcel Energy's pending economic recovery regulatory filing, and formulating a suite of nonfinancial incentives such as licensing and permitting benefits, will make EV ownership more feasible in the eyes of Minnesotans and will support the state's 2030 electrification goals.

TRANSPORTATION SYSTEM EFFICIENCY

Through Minnesota's Next Generation Energy Act, the state is aiming to reduce GHG emissions from the transportation sector 30% (relative to 2005 levels) by 2036. Minnesota is the only state in the Midwest to adopt a greenhouse gas (GHG) emissions reduction target specific to the transportation sector. The state can adopt additional policies to achieve these GHG emissions reduction goals through transportation electrification while also ensuring the creation of an efficient and equitable transportation system. These policies could include the codification of state guidelines for transit agency investment in and procurement of EV transit buses.

ELECTRIC GRID OPTIMIZATION

Minnesota utilities such as Xcel Energy and Otter Tail Power have several EV-specific charging plans and rates. Both utilities offer a time-varying rate for a separately metered EV. Additionally, Xcel MN offers a managed EV charging program that provides turnkey infrastructure for a fixed monthly fee and includes load monitoring and data management. All investor-owned utilities support DCFC by offering rates and pilots that limit demand-based charges as a proportion of overall bills in cases with low load factors, allowing sporadic loads to avoid extremely high demand charges. Minnesota still has room to improve when it comes to power sector emissions goals and can—like other state leaders including Washington, Connecticut, Virginia, and Nevada—establish long-term decarbonization goals for the electric sector.

EQUITY

To be on par with national leaders, Minnesota must place a greater emphasis on equitable EV and EV charging infrastructure deployment. The state could build on the existing Twin Cities Electric Mobility Network, which partners with local community organizations, including a non-profit ride-sharing service (HourCar) to address barriers and strategically deploy EV charging infrastructure in low-income, economically distressed, and environmental justice communities by establishing statewide investment for these communities. The state should also consider funding to replace existing school buses with EVs.

OUTCOMES

The current levels of EVs and EV chargers per capita in Minnesota lag behind those of other states in the Midwest region and nationally. Enhancing incentives and/or directing investment in EVs and EV chargers while codifying binding statewide targets for EV deployment are key steps to improve the per capita numbers of EVs and EV charging infrastructure in the state.