AGENDA
EDEN VALLEY CITY COUNCIL
SPECIAL MEETING
February 25, 2026
7:00 P.M. or there after

Call to Order/Pledge of Allegiance

1. Approve Agenda

2. Use of Personal Vehicles for City Business – Property Damage Coverage

3. Greater MN Electric Vehicle Infrastructure Community Program -MNDot
    a. Location(s) decision for EV Charging
    b. Letter of Interest (motion to move forward
    c. Information from Tesla

4. Next Council Meeting – March 4th 7:00 pm

5. Adjourn.

*Items highlighted in yellow are additions to the agenda
*** NOTE: Items listed in the Consent Agenda are acted upon without discussion, and all are approved with a single motion. When the Mayor calls for a motion on the Consent Agenda anyone present may ask to have an item removed from this list for discussion later in the agenda.**

Use of Personal Vehicles for City Business – Property Damage Coverage

Purpose

The purpose of this policy is to clarify responsibility for property damage and approval requirements when a personal vehicle is used in the course of City business.

Policy Statement

Employees, volunteers, and officials who use their personal vehicles to conduct City business do so at their own risk with respect to property damage. The City's insurance does not cover property damage to personal vehicles used for City-related work.

Supervisor Approval

- Individuals **must obtain prior approval from their supervisor** before using a personal vehicle for City business.
- Use of a personal vehicle without supervisor approval may result in denial of reimbursement and does not create any coverage or liability on behalf of the City.

Property Damage Coverage

- The City's insurance coverage applies only to vehicles that are owned, leased, or officially authorized by the City.
- Damage to a personal vehicle used while performing City business is not covered by the City's insurance, regardless of fault or circumstances.

Individual Responsibility

Individuals using personal vehicles for City business are solely responsible for:

- Any repair or replacement costs related to damage to their personal vehicle
- Maintaining their own automobile insurance coverage

Reimbursement

Mileage or expense reimbursement, if provided, does not imply or extend property damage coverage under the City's insurance and does not replace the requirement for supervisor approval.

Employee Acknowledgment

I acknowledge that I have read and understand the Use of Personal Vehicles for City Business – Property Damage Coverage policy. I understand that **prior supervisor approval is required** before using my personal vehicle for City business and that the City's insurance does not cover property damage to my personal vehicle when it is used for City business. I accept full responsibility for any such damage.

Employee Name (Printed): _____

Employee Signature: _____

Date: _____

Electric vehicle infrastructure

Greater Minnesota Electric Vehicle Infrastructure Community Program

We're seeking eligible organizations interested in electric vehicle (EV) charging sites. The Greater Minnesota EV Infrastructure Community Program identifies, designs, and constructs additional electric vehicle charging sites across Minnesota using funds secured under the federal Charging and Fueling Infrastructure Community Program. The EV program will select participants representing up to 42 sites (mostly level 2 chargers).

This is a two-phase program:

- Phase 1: Preconstruction (now open)
  - Pre-application via the EV interest form: We'll use this information to help us understand the general interest in the program. We won't use it to select the program participants.
  - Full application: We'll use the full application process to select the program participants.
- Phase 2: Construction (summer 2027)

How Phase 1 of the program works

- Our consultant will partner with program participants to assist with EV infrastructure work.
- We'll cover 80% of the costs associated with the program through our current federal CFI grant.
- As a program participant, you'll be required to provide a 20% match to the consultant contract (estimate: $6,000-$12,000 per site but may vary) unless additional funding can be acquired by the State.
- The consultant will provide customized resources and technical assistance to meet your specific EV infrastructure needs proportionate to your 20% match contribution.
- We'll ask you and the consultant to submit reports throughout project.
- You'll need to complete Phase 1 to be eligible for Phase 2.

During Phase 1, our consultant will offer support to participants across five core areas:

1. Project development and scoping
2. Utility planning
3. Installation planning
4. Operational planning
5. Environmental review and documentation

Eligibility

We're seeking applications from the following types of organizations:

- Tribal nations
- Municipalities
- Public transit agencies
- Electrical utilities
- Regional planning and development organizations

Eligible project areas

We're seeking applications for project sites in Greater Minnesota. We also encourage locations specific to the Iron Range Resources and Rehabilitation (IRRR) service area in northeastern Minnesota.

Not eligible project areas

Sites in the seven-county metro area:

- Anoka County
- Carver County
- Dakota County
- Hennepin County
- Ramsey County
- Scott County
- Washington County

Phase 1 timeline

- **Feb. 10, 2026:** Program information webinar
- **Feb. 28, 2026:** Deadline to submit EV interest form
- **March 2026:** Full application opens
- **April 30, 2026:** Deadline to submit full application
- **May 2026:** Program participants selected, and notifications sent by email
- **June 2026:** Participants attend program launch meeting and begin work with consultant
- **July 2027:** Deadline to completed projects
- **Summer 2027:** Prepare for Phase 2 (pending funding)

Guidance

- **Program information webinar**
  10 a.m., Tuesday, Feb. 10, 2026
  Join the webinar

Pre-application process

Step 1: Develop a local team

You may want to begin to identify local champions (three to seven people) willing to lead conversations in the community regarding EV charging.

Ideal team

- At least one planning, zoning, or community professional able to assist with permitting, zoning, or other site approvals
- Others to consider:
    - People with connections to the site
    - People with connections to support community amenities
    - People with connections to attractions, or local business interests
    - Grassroots volunteers
    - Environmental stewards
    - Communications experts
    - Representatives from the local utility company

Step 2: Gather data for each potential EV site in your region

Gather information about your potential project site, including its location and specific site characteristics.

Step 3: Tell us your idea

- Submit your EV interest form by Feb. 28, 2026.

After you share your idea

- We'll open our full application in March 2026.

Additional information

Program goals

Electric vehicle charging infrastructure funded by MnDOT will focus on "shared mobility." Defined as a form of mobility in which transportation services or resources are shared at the same time or independently of one another. Examples of shared mobility services that may need EV infrastructure include car share, van pools, ride hail and taxis, volunteer driver programs, mobility hubs, microtransit locations, etc.

Funding priority will be given to the following sites:

- **Multi-modal hubs and shared-use fleets/services:** Locating shared mobility accessible EV charging infrastructure at or near public transit stops creates mobility hubs, expanding the reach of public transit with first mile/last mile connectivity. EV charging projects that include electrification of existing or planned new shared mobility services will receive priority for funding over other requests.
- **Rural area charging solutions:** Lack of population density makes privately funded EV charging investment very difficult. At the same time the residents of these communities must drive longer distances to reach destinations like work, errands, and medical appointments. Rural communities, defined as cities, towns, and unincorporated areas less than 50,000 people, and Tribal Nations will be also a priority for EV charging station site selection. These communities are in greatest need of public funding support for EV charging infrastructure.
- **Urban/suburban area charging solutions:** While shared use and rural area projects will have the top priority for project funding, small urban communities may receive funding for EV charging infrastructure at or near multi-family housing that predominantly serves low income and historically underserved populations.

If these opportunities do not fit your interests, consider connecting to our National Electric Vehicle Infrastructure Program, or EV fast charging stations supported by the Minnesota Pollution Control Agency.

Resources

- Federal rules (PDF)
- Background and history of MnDOT's EV programs (PDF)
- EV project planning Checklist (PDF)
- Federal planning toolkit (PDF)
- 2023 charger estimates (PDF)

Disclaimer

Pursuant to Minn. Stat. 13.03, subd. 1, all government data collected, created, received, maintained or disseminated by a government entity shall be public unless classified by statute, or temporary classification pursuant to section 13.06, or federal law, as nonpublic or protected nonpublic, or with respect to data on individuals, as private or confidential. The responsible authority in every government entity shall keep records containing government data in such an arrangement and condition as to make them easily accessible for convenient use. Photographic, photostatic, microphotographic, or microfilmed records shall be considered as accessible for convenient use regardless of the size of such records.

Related topics

- Active Transportation Program
- Bicycling
- Walking
- Safe Routes to School
- Transit in Greater Minnesota
- Pedestrian and bicyclist data
- Shared mobility

Contact

- Michelle Kiley
  651-366-4186

Section A. Local Team

Section A. Local Team

EV interest letter:

Primary contact (project lead)*

Brent	Bengtson
First Name	Last Name

Primary contact email address*

mayorbengtson@edenvalleymn.city

Secondary contact (project lead)

CIndy	Anderson
First Name	Last Name

Secondary contact email address

canderson@edenvalleymn.city

Optional: Provide a list of team members or local champions, including full name, entity they represent (if applicable), title (if applicable), email address and phone number.

Community Members who are in support of this EMAT

Does the team include a permitting or zoning professional as either the primary or secondary contact? *

- ○ Yes
- ◉ No
- ○ N/A

Save and Resume Later

Note: Any information that you provide is considered public data under the Minnesota Government Data Practices Act, Minnesota Statutes, Chapter 13. This means that if someone, including the news media, requests this information we are obligated to provide it to them under the Minnesota Government Data Practices Act. See disclaimer.

Are considering an EV site in the IRRR region?*

- (●) Yes
- ( ) No
- ( ) Maybe

Are you considering an EV site on Tribal lands? *

- ( ) Yes
- (●) No
- ( ) Maybe

Are you considering an EV site that is within two blocks of a multifamily housing unit that serve seniors, low-income individuals, or historically underrepresented populations?*

- (●) Yes
- ( ) No
- ( ) Maybe

Have you identified a potential site for an EV charger?*

- ( ) Yes
- ( ) No

All sites need to be publicly accessible 24 hours a day, seven days a week.

Have you spoken with the utility company powering the site?*

- ( ) Yes
- (●) No

Are you interested in leading more than one site for this program?*

- ( ) Yes
- (●) No
- ( ) Maybe

Save and Resume Later

Section C: Site characteristics

Shared mobility components

Does your project have a shared mobility component?*

- ○ Yes
- ○ No
- ○ Maybe

What characteristics would make this site an ideal location (150 or fewer words)? *

0/1200

Examples: A quality site has ample electricity, parking, is within walking distance (one to three blocks) to other local attractions, businesses, or amenities, is near a major travel corridor, amplifies existing transit, ride/car share or other shared mobility travel options.

Save and Resume Later

Supercharger Amenity Requirements Checklist

Site Owner Instructions: This checklist must be completed and submitted prior to activating a public site in the Supercharger for Business program. Safety, access, and amenities are required for inclusion in the Tesla UI and Trip Planner if the chargers are open to the public. Provide evidence (e.g., photos, site plans) where applicable. Sites are required to maintain these standards on an ongoing basis.

1. Safety Requirements

Sites must prioritize user safety 24/7. Drivers should feel secure at all times, especially during off-peak hours.

- ☐ Site is well-lit with sufficient lighting covering all charging stalls, pathways, and surrounding areas (e.g., minimum 5-10 foot-candles at ground level; install LED floodlights or motion-sensor lights if needed).
- ☐ Hazard-free environment: No potholes, vegetation overgrowth, or obstacles near chargers; ensure property keeps regular maintenance schedule for parking lot.

2. Access Requirements

Public access must be unrestricted and reliable to ensure a seamless driver experience.

- ☐ 24/7 access with no barriers or time restrictions (if minor restrictions exist, justify and provide entry details that are easy for drivers to access).
- ☐ No seasonal closures or temporary restrictions without prior notification; contingency plans for weather/events documented.
- ☐ Ample parking and maneuvering space for vehicles of all sizes.

3. Amenities Requirements

Essential amenities must be on-site or directly adjacent (within a 1-minute walk, ~200 feet) and consistently available.

- ☐ **Trash Cans**
  Multiple weatherproof trash receptacles (at least one per 4 stalls) placed directly adjacent to or nearby chargers for easy disposal. Ensure there is a regular emptying schedule (daily or as needed) to prevent overflow; no litter accumulation observed.
- ☐ **Restrooms**
  Clean, permanent restrooms on-site or adjacent, with at least one facility per gender (or gender-neutral) equipped with running water, soap, toilet paper, and

hand dryers or towels. Restrooms should be well-maintained, sanitized multiple times daily, and accessible 24/7 (or a minimum of 7am-7pm).

- ☐ **Food, Drinks, or Convenience Options**
  On-site or adjacent vending machines, convenience store, café, or restaurant offering snacks, beverages, and basic items (e.g., water, coffee, energy bars).
- ☐ **Seating for drivers** (e.g., benches or indoor lounge where drivers can rest or eat).
- ☐ **Consistent operating hours** for all amenities; drivers can rely on what's advertised. Options should be available from 7am-7pm and during peak charging hours. If there are limited hours, provide clear signage.

4. General Maintenance and Site Operations

Site owner is contractually obligated to maintain the aesthetic standards set forth below for the Supercharger System. This requirement was signed for in the Supercharger Long Term Service Agreement.

- ☐ Site owner shall keep the Property in good order, condition and repair, and in a clean and sanitary condition including but not limited to performing landscaping, pest control, trash removal, snow removal, repaving and restriping.

The following conditions must be **avoided** on any Supercharger System equipment:

- ☐ Profanity or graffiti
- ☐ Major discoloration (readily noticeable change in color that deviates from the equipment's intended appearance);
- ☐ Non-surface scratches or scuffs exceeding 46 cm^2 (i.e., scratches that are clearly visible or extend beyond the outermost material layer)
- ☐ Cracks or broken skins greater than 85 mm in length;
- ☐ Advanced corrosion (e.g., widespread pitting or streaking or severe deterioration of metal components typically presenting as deep pitting or flaking);
- ☐ Misaligned posts exceeding 3 degrees from vertical; and
- ☐ Improper panel fit or finish (i.e., panel gaps greater than 3 mm)

Submission Instructions: Email this completed checklist with attachments to your account manager. Approval is required before activation of your site.

I anticipate a future EV charging station would require 3-phase power similar to most installations. If so, it would make the most sense to have that installation closest to where Xcel has 3-phase power to reduce installation costs/extension. With that in mind, what you specified as site 1 would be the most preferred (least cost installation)

For site 2 listed below, we don't have any 3-phase power relatively close as that area. That area is comprised mainly of residential homes/minimal electric load that is being supplied by 1-phase power. There would be some significant build out/cost incurred to provide 3-phase power down there.

If you're looking at other alternative sites, look for existing three phase power (crossarm construction with three visible primary wires attached to the top of pole/crossarm.

I'm not coached too well on this side of our business related to EV charging, but Xcel had a pilot project for cost sharing a public charging station. More info can be found at on our website:
EV Solutions | Business Services | Xcel Energy

Ultimately, you/requesting party will need to formally apply for power by submitting an application. More information can be found at: Building and Remodeling | Partner Resources | Xcel Energy

Riley Beckman
Xcel Energy | Responsible By Nature
Electric Distribution Designer
P: 612.215.5254

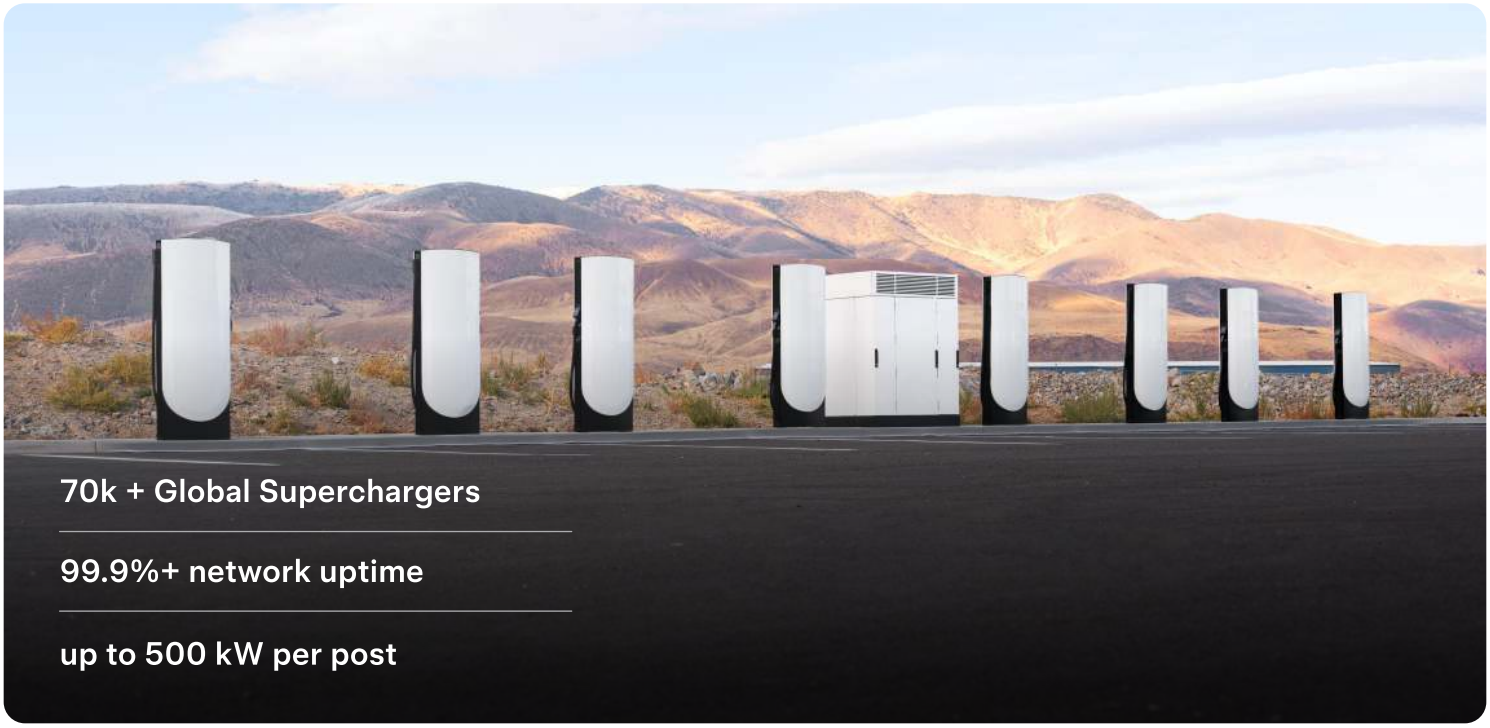
Join the World's Largest Fast Charging Network

Host your own Superchargers and earn money



Host your own white-labeled Superchargers or add your own logo and bring electric vehicles drivers to your business by offering convenient charging. With our team of Tesla service technicians and over a decade of operational expertise, you'll experience industry-leading reliability—no extra upkeep or maintenance needed.

TESLA



Drive Traffic to Your Business

Join our network and get access to the largest fast charging customer base in the world—including both Tesla and non-Tesla EV drivers. Our in-car navigation system automatically routes drivers to your site.

Superchargers, the Fastest Charging That Just Work

Each Supercharger supports 400V-1000V vehicle architectures. Posts can peak at 500kW, but Superchargers need less than 1MW across 8 posts to deliver max power to cars 99% of the time.

Your Branding and Your Price

Add your company's logo or keep your units white labeled. You can set the price per kWh yourself.

All Inclusive, Turnkey Program

Tesla hardware, software, and service deliver a seamless experience for end drivers. Design support via dedicated Tesla Project Engineer for each site.

We Handle the Rest

Session data and pricing controls at your fingertips

Annual preventative maintenance and 97% uptime guarantee

24/7 network operations support

24/7 phone support for troubleshooting

Customer satisfaction monitoring

Payment handling and dispute resolution through Tesla

Access Tesla's industry-leading software, including plug and charge, battery pre-conditioning, outage and maintenance alerts, issue reporting, real-time availability, trip planning, different pricing methodologies, and more - continuously improved every quarter.

Contact Us

Contact commercialcharging@tesla.com to learn more.

This RFP request is provided by the site owner to qualified installation contractors.

Request for Proposal (RFP)
Tesla Supercharger Installation Project:
Installation Address:
Tesla Contact: hzaim@tesla.com

Project Overview
The property owner seeks proposals from certified electricians to conduct a site assessment and provide a comprehensive quote for the installation of **4 Tesla V4 Superchargers** powered by **1 Tesla V3.5 Power Cabinet**. The project includes design, permitting, installation, and energization. Tesla will perform commissioning for site host.

Scope of Work

1. **Site Assessment**
    a. Evaluate electrical infrastructure capacity (existing service, transformers, etc.).
    b. Assess site layout (parking space allocation, trenching requirements, conduit pathways).
    c. Identify utility coordination needs (local utility).
    d. Review local code compliance (City/State regulations, NEC standards).
2. **Design & Engineering**
    a. Provide stamped engineering drawings for electrical and structural components.
    b. Optimize Supercharger layout for user accessibility and future expansion.
    c. Specify equipment placement (power cabinets, Superchargers, meters).
3. **Permitting**
    a. Secure all required permits (electrical, construction, zoning).
    b. Coordinate inspections and approvals.
4. **Installation**
    a. Trenching, conduit, and wiring for power and data.
    b. Mount Superchargers and power cabinets on concrete or pre-cast pads.
    c. Connect to the electrical service (V3.5 cabinet and V4 Superchargers).
    d. Energize the site with utility.
5. **Timeline & Delivery**
    a. Provide a project schedule with milestones (design approval, permitting, installation, testing).
    b. Include estimated completion date after bid is approved to start work.