

# **FY2022-2026 MONTANA ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN**

**SEPTEMBER 5, 2025**

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## **Introduction**

Montana's Fiscal Year (FY) 2022-2026 Electric Vehicle (EV) Infrastructure Deployment Plan (Plan) was developed by the Montana Department of Transportation (MDT) and the Montana Department of Environmental Quality (DEQ) (the Agencies). The Plan is based on the requirements of the National Electric Vehicle Infrastructure (NEVI) Formula Program Guidance published in the Federal Register on August 13, 2025. The guidance required states to submit plans that include:

- A description of how the State intends to use NEVI Program funds for each fiscal year. The Plan should cover all unobligated funding for fiscal years 2022-2026.
- A Community Engagement Outcomes Report, per 23 CFR 680.112(d).
- A description of physical and cybersecurity strategies, per 23 CFR 680.106(h).

The State identified which contracting method is most appropriate for NEVI projects that will minimize risk and maximize value. MDT used the standard Project Delivery Selection Process in 2023 to identify a Design-Build delivery method for NEVI projects. A project solicitation was executed prior to the NEVI Program pause in February 2025 but responses were not evaluated prior to the pause. This Plan provides an outline of the process the State would follow for soliciting projects and evaluating proposals.

## **State NEVI Plan**

The vision of Montana's Plan is to efficiently and strategically deploy funding to support an interconnected network that provides Montana EV users and visiting EV drivers reliable and affordable access to EV charging infrastructure.

Montana plans to meet the NEVI requirement that at least four 150 kilowatt (kW) CCS charging ports be installed at each location. The Agencies will continue to evaluate approaches to address the economic challenges at locations along corridors that will have lower utilization.

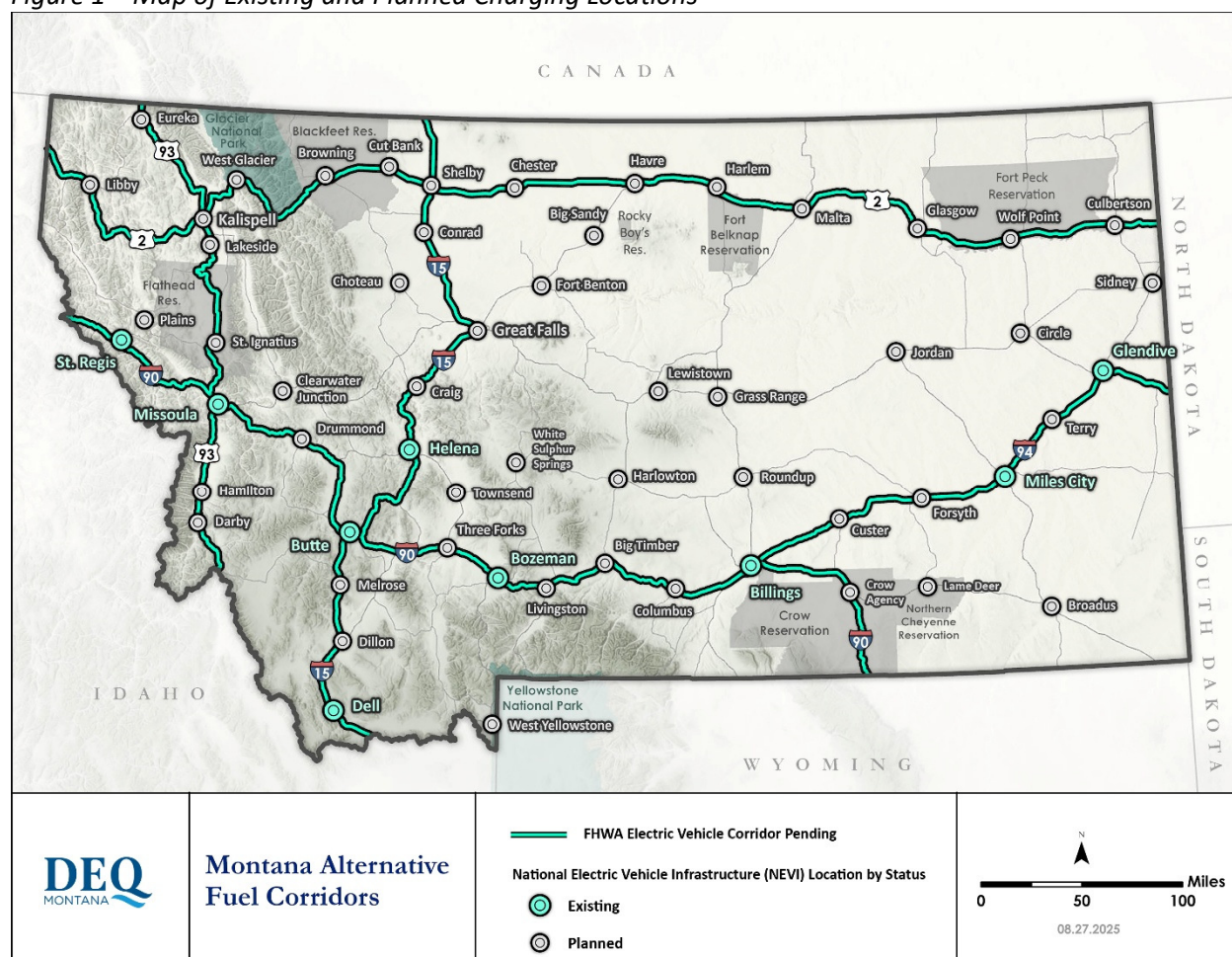
## **EV Charging Infrastructure Deployment**

Montana intends to contract with entities for the installation, ownership, operation, maintenance, and data collection of NEVI-funded EV charging stations. The required non-federal match will be secured from the non-State owners and operators of the charging stations. The State will issue competitive two-phase Design-Build solicitations for proposals to install, operate, and maintain EV charging stations at locations along AFCs that meet NEVI program requirements. Minimum site, technology, reporting, operation, and maintenance requirements will be included in solicitations and meet or exceed federal requirements and guidelines. Contracts with each entity will require the operation and maintenance of charging stations at each location for a minimum of five years. Subject to contract terms, ownership, operations,

and maintenance of the charging stations at each location will continue to be the responsibility of the private entity upon expiration of the 5-year term. Depending on the Proposer's EV charging development and responses to funding solicitations, location specific requirements, and actual project costs, specific community locations are subject to change. See Appendix A for the intended plan for use of NEVI Program funds for each fiscal year.

If all locations are completed as intended and each corridor is deemed "ready," Montana will use any remaining NEVI funds for communities not located on an AFC but considered essential to EV travelers. Until NEVI locations are awarded and built, the Agencies are assuming each location will cost approximately \$900,000 for the cost and installation of charging equipment with an 80/20 percent cost share of NEVI funds to the contractor.

Figure 1 – Map of Existing and Planned Charging Locations



## Community Engagement Outcomes Report

The Agencies have hosted several public and stakeholder events to bring awareness to the NEVI Program. See Table 2 for a listing of community engagement activities.

**Table 2 – Community Engagement Activities**

Activity/Date	Stakeholders Engaged	Communities represented	Topics Discussed	Key Outcomes
Montana Clean Energy Fair, 2025, 2024, 2023	Current & potential electric vehicle drivers, OEM's, members of non-profit community organizations	Statewide	Montana's NEVI Plan, funding, financing, and incentives for EVs	Disseminated information on upcoming funding opportunities and federal/state incentives for EVs
DEQ & MDT statewide listening sessions, 2024, 2023, 2022	Potential EV charging site hosts, current & potential EV drivers, charging infrastructure companies	Statewide	Montana's NEVI Plan	Gathered information that helped inform the Montana Plan
Yellowstone-Teton Clean Cities (YTCC) quarterly board & stakeholder meetings, April 2024, November 2023	YTCC members & partners focused on clean transportation alternatives	Northern Rocky Mountains region	Montana's NEVI Plan, general state of EVs and charging infrastructure in Montana	Disseminated information on upcoming funding opportunities and federal/state incentives for EVs
Carroll College engineering & environmental science class, April 2024	Students interested in EV technology	Helena	Montana's NEVI Plan, general state of EVs and charging infrastructure in Montana	Discussed EV & charging technologies and DEQ's role in expanding
Montana Technological University senior design team, April 2024	Students interested in EV technology	Butte	Montana's NEVI Plan, general state of EVs and charging infrastructure in Montana	Discussed EV & charging technologies and DEQ's role in expanding

Montana Renewable Energy Association's Exploring Energy Webinar Series, March 2024	Businesses and individuals interested in renewable energy as well as electric utilities	Statewide	Montana's NEVI Plan, general state of EVs and charging infrastructure in Montana	Provided educational information on EVs and how they intersects with renewable energy development
Climate & Clean Energy Fair, August 2023	Current & potential electric vehicle drivers, OEM's, members of non-profit community organizations	Statewide	Montana's NEVI Plan, funding, financing, and incentives for EVs	Disseminated information on upcoming funding opportunities and federal/state incentives for EVs
Montana State Fire Chiefs' Association & Montana State Volunteer Firefighters' Association, June 2023	Fire department chiefs & volunteer firefighters	Statewide	Lithium-ion battery fire hazards	Discussion on future hands-on training for EV and battery safety
Electrify the Big Sky Conference, September 2022	Montana rural electric cooperative leadership and members	Communities and electric cooperatives from across Montana; policy makers; about 300 attendees from communities across Montana including Tribes and DACs.	Vehicle electrification, Montana's EV Deployment Plan goals, how to create a statewide EV network	Public education on electric vehicle technologies, rate design, and state plan for NEVI fund deployment
Conservation Board Meeting, September 2022	Members of Livingston City Council; Conservation Board	Livingston	NEVI Plan priorities; discretionary exceptions	Understanding of Livingston's challenges with 1-mile from corridor requirement.

Charge West event, September 2022	Clean Cities, MT, ID, WY Departments of Tourism, electric vehicle station site hosts	West Yellowstone, Gardiner, Bozeman, Big Sky	Regional and multi-state coordination on NEVI infrastructure build out	Discussed more regional coordination between MT, ID, and WY on NEVI planning and charging infrastructure in gateway communities to Yellowstone
Montana Automobile Dealers Association Electric Vehicle Working Group, 2022	Automobile Dealers	Statewide	Dealership requirements for charging infrastructure and interest in participating in a CFI application	Clearer understanding of what dealers are required to install. Six dealers were included in DEQ's CFI application.

### ***Statewide Listening Sessions***

In preparation for the first NEVI Deployment Plan and subsequent updates, DEQ and MDT hosted virtual listening sessions to provide updates on Montana's EV Deployment Plan, answer questions, and accept comments to inform Montana's Deployment Plan and implementation of NEVI funds. Attendees included members of local governments, state agencies, utilities, community organizations, charging networks, and those representing DACs. Following the webinar, DEQ and MDT sent out an e-mail to attendees and registrants of the webinar with links to the recordings and notification of an opportunity to provide comments and meet with both agencies about the update to the NEVI Plan. The Agencies also told attendees on the webinars and via e-mail that public comments would be accepted.

During the listening sessions, participants' comments and questions focus on the following areas.

- Status of ability of non-Tesla vehicles to use Tesla SuperChargers in Montana.
- Can NEVI funds be used for dedicated medium- and heavy-duty vehicle charging locations?
- Can battery storage be attached to NEVI-funded chargers in locations where there is not the capacity to meet the charging requirements?
- Can NACS/J3400 plugs be a part of NEVI-funded projects?
- Status of DEQ-funded fast-charging projects.
- What type of entities make the best site partners?

- How is the State prioritizing tourist charging needs?
- What is the status of the NEVI RFP?
- Will there be any additional minimum requirements such as a canopy over the chargers, battery storage, or pull-through parking?

The Agencies addressed questions during the webinars and incorporated feedback into the solicitation process, as appropriate.

### ***Tribal Engagement***

Montana has seven federally recognized Indian reservations. Five of the seven reservations are located along the AFCs, which are critical travel routes for each of the tribal communities. The Agencies will continue to reach out directly to Tribes, tribally based community and business development organizations and will include a specific Tribal outreach strategy in our community engagement strategy and plan. Six of the locations identified in Table 1 are within an Indian Reservation.

### ***Utility Engagement***

The Agencies maintain a collaborative relationship with Montana’s investor-owned utilities and rural electric cooperatives on electric vehicle charging station planning. The State has had meetings with these utility providers to discuss electric vehicle infrastructure, load impacts, and Montana’s NEVI Plan. In September 2023, the Agencies met with Montana-Dakota Utilities (MDU), to discuss the utility’s role and interest in electric vehicle charging stations and the NEVI program since initial NEVI projects may occur within MDU’s service territory. In February 2023, the Agencies met with Montana’s largest utility, NorthWestern Energy, to discuss the utility’s role and interest in electric vehicle charging stations and the NEVI program. DEQ also worked closely with several rural electric cooperatives on locations in their service territory that were part of Montana’s application for a Charging and Fueling Infrastructure (CFI) discretionary grant. Two rural electric cooperatives were included as project partners to own and operate CFI-funded charging locations in four communities within their service territory. The CFI application was not awarded funds but helped build positive relationships between the Agencies and partner cooperatives.

The Agencies are also working with each of the utility providers along designated AFCs on a new construction form for DCFC stations. This form will be used for NEVI applications to demonstrate that charging station owners, operators and site hosts have worked with their utility to provide and gather information about charging station capacity, load impacts, necessary upgrades, additional costs and distributed generation and storage needs at NEVI sites.

Montana’s Electric Vehicle Infrastructure Prioritization Study<sup>1</sup> also included an electric supply assessment which analyzed the community-level capacity for each recommended charging location along the AFCs, based on information provided by the electric utilities. This study is a starting point to identify general locations that may be capacity constrained or where additional

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<sup>1</sup> AECOM, [Montana Electric Vehicle Infrastructure Prioritization Study](#), June 2022.



upgrades may be necessary. Of the intended locations in Appendix A, Columbus was identified in the EV Prioritization Study as possibly having capacity constraints at certain locations. The analysis also evaluated locations where battery storage may help reduce utility upgrade costs. A more thorough site-specific analysis will need to be conducted in coordination with the electric utilities, site hosts, and owners and operators to determine whether upgrades are necessary and the extent of these upgrades. This analysis will be a critical step to help ensure that charging stations are sited in locations that minimize costs and grid impacts.

### ***Site-Specific Public Engagement***

The priority locations the Agencies have identified are preliminary until a final competitive solicitation is issued. Until the Request for Proposals (RFP) is issued, the Agencies will work with the third-party charging station owners and operators to develop a plan to engage with communities on the preliminary list to gauge interest and understand specific costs associated with each location. The Agencies will continue to monitor investment from private charging station owners/operators in publicly available charging locations in communities along AFC's. After the RFP is issued, the Agencies will work with successful vendors to focus on site-specific local engagement to ensure that there is community (including tribal and local governments) input into siting, design, operation, and maintenance of NEVI-funded projects.

In spring 2023, MDT issued a Request for Information (RFI) to better understand interested parties' preference on project solicitation methods and project details. The RFI included questions regarding the potential number of locations and cost thresholds for bundling EV charging locations to ensure project solicitations are sized appropriately to garner broad interest. There were 20 respondents to the RFI. Overall, MDT learned interested parties prefer bundling locations and would submit proposals with a project cost in the \$1.5-\$10-million-dollar range.

### **Physical Security & Cybersecurity Strategies**

The State will comply with requirements in 23 CFR 680(106) as well as state law to ensure that consumer data is protected as well as the physical and cybersecurity of EV charging infrastructure. The State will require the owners and operators of NEVI-funded EV charging stations to submit a cybersecurity plan that demonstrates compliance with state and federal laws. The State will also require an operations and maintenance plan that includes a schedule and action plan for preventing and addressing risks and damage to charging station hardware. The State is considering what physical security measures to require including, but not limited to, security cameras, overhead covering/shelter, and overhead lighting.



## APPENDIX A: PLANNED CHARGING LOCATIONS

Table 1 – Planned Charging Locations

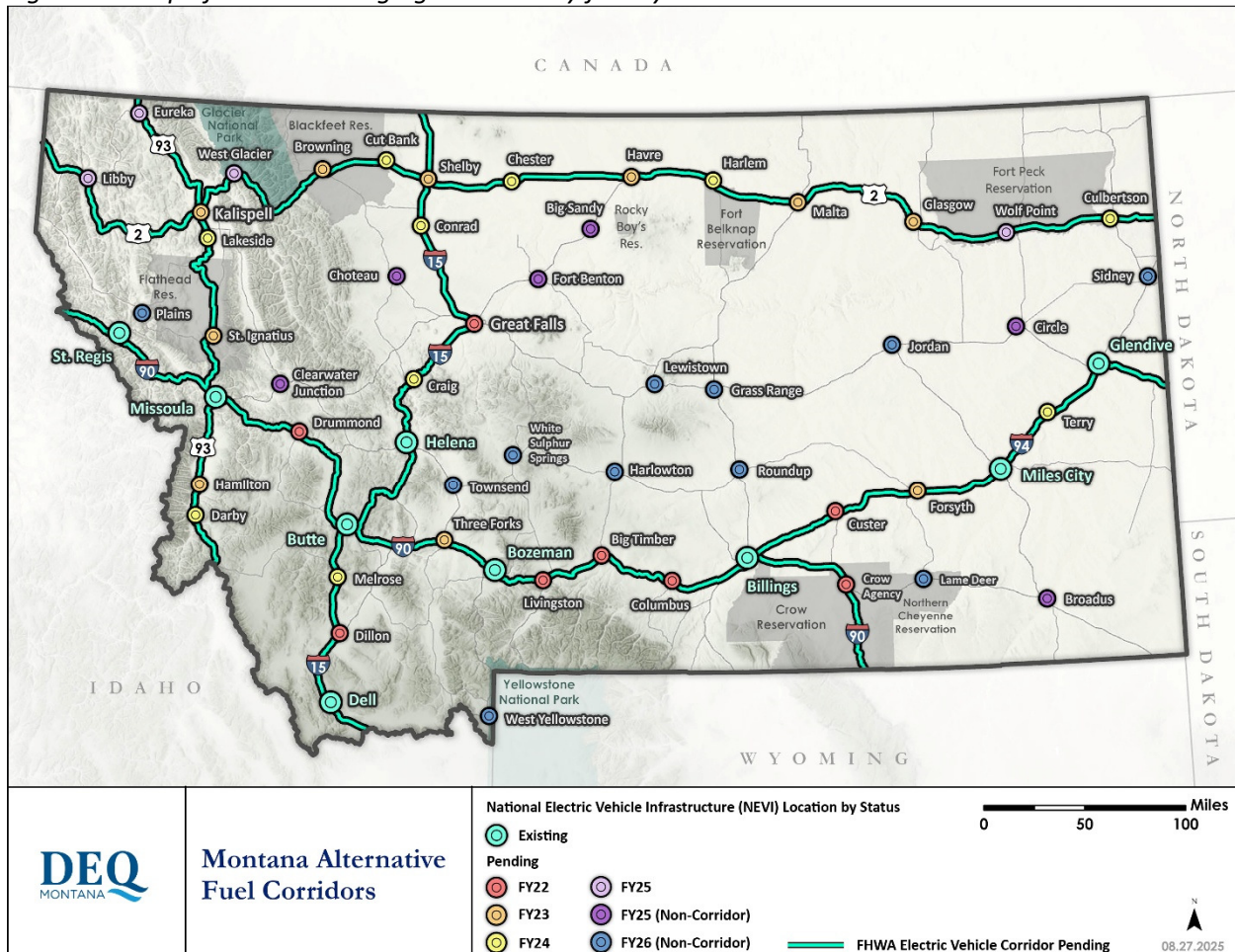
State EV Charging Location*	Alternative Fuel Corridor	Number of Ports	Fiscal Year of Funding
Dillon	I-15	At least 4	FY2022
Great Falls	I-15	At least 4	FY2022
Big Timber	I-90	At least 4	FY2022
Crow Agency	I-90	At least 4	FY2022
Livingston	I-90	At least 4	FY2022
Custer	I-94	At least 4	FY2022
Columbus	I-90	At least 4	FY2022
Drummond	I-90	At least 4	FY2022
Shelby	I-15/US-2	At least 4	FY2023
Three Forks	I-90	At least 4	FY2023
Forsyth	I-94	At least 4	FY2023
Kalispell	US-2/US-93	At least 4	FY2023
Browning	US-2	At least 4	FY2023
Glasgow	US-2	At least 4	FY2023
Havre	US-2	At least 4	FY2023
Malta	US-2	At least 4	FY2023
Hamilton	US-93	At least 4	FY2023
St. Ignatius	US-93	At least 4	FY2023
Conrad	I-15	At least 4	FY2024
Craig	I-15	At least 4	FY2024
Melrose	I-15	At least 4	FY2024
Terry	I-94	At least 4	FY2024
Chester	US-2	At least 4	FY2024
Culbertson	US-2	At least 4	FY2024
Cut Bank	US-2	At least 4	FY2024
Harlem	US-2	At least 4	FY2024
Darby	US-93	At least 4	FY2024
Lakeside	US-93	At least 4	FY2024
Libby	US-2	At least 4	FY2025
West Glacier	US-2	At least 4	FY2025
Wolf Point	US-2	At least 4	FY2025
Eureka	US-93	At least 4	FY2025
Big Sandy**	Non-AFC	At least 4	FY2025
Broadus**	Non-AFC	At least 4	FY2025
Choteau**	Non-AFC	At least 4	FY2025
Circle**	Non-AFC	At least 4	FY2025
Clearwater Junction**	Non-AFC	At least 4	FY2025

Fort Benton**	Non-AFC	At least 4	FY2025
Grass Range**	Non-AFC	At least 4	FY2026
Harlowton**	Non-AFC	At least 4	FY2026
Jordan**	Non-AFC	At least 4	FY2026
Lame Deer**	Non-AFC	At least 4	FY2026
Lewistown**	Non-AFC	At least 4	FY2026
Plains**	Non-AFC	At least 4	FY2026
Roundup**	Non-AFC	At least 4	FY2026
Sidney**	Non-AFC	At least 4	FY2026
Townsend**	Non-AFC	At least 4	FY2026
West Yellowstone**	Non-AFC	At least 4	FY2026
White Sulphur Springs**	Non-AFC	At least 4	FY2026

\*Locations are tentative and will not be finalized until the State issues a solicitation for projects and selects successful proposal.

\*\*Locations are tentative and contingent on funding availability after all AFC locations are completed.

Figure 2 – Map of Planned Charging Locations by fiscal year



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