

NORTH DAKOTA ELECTRIC VEHICLE INFRASTRUCTURE DEPLOYMENT PLAN



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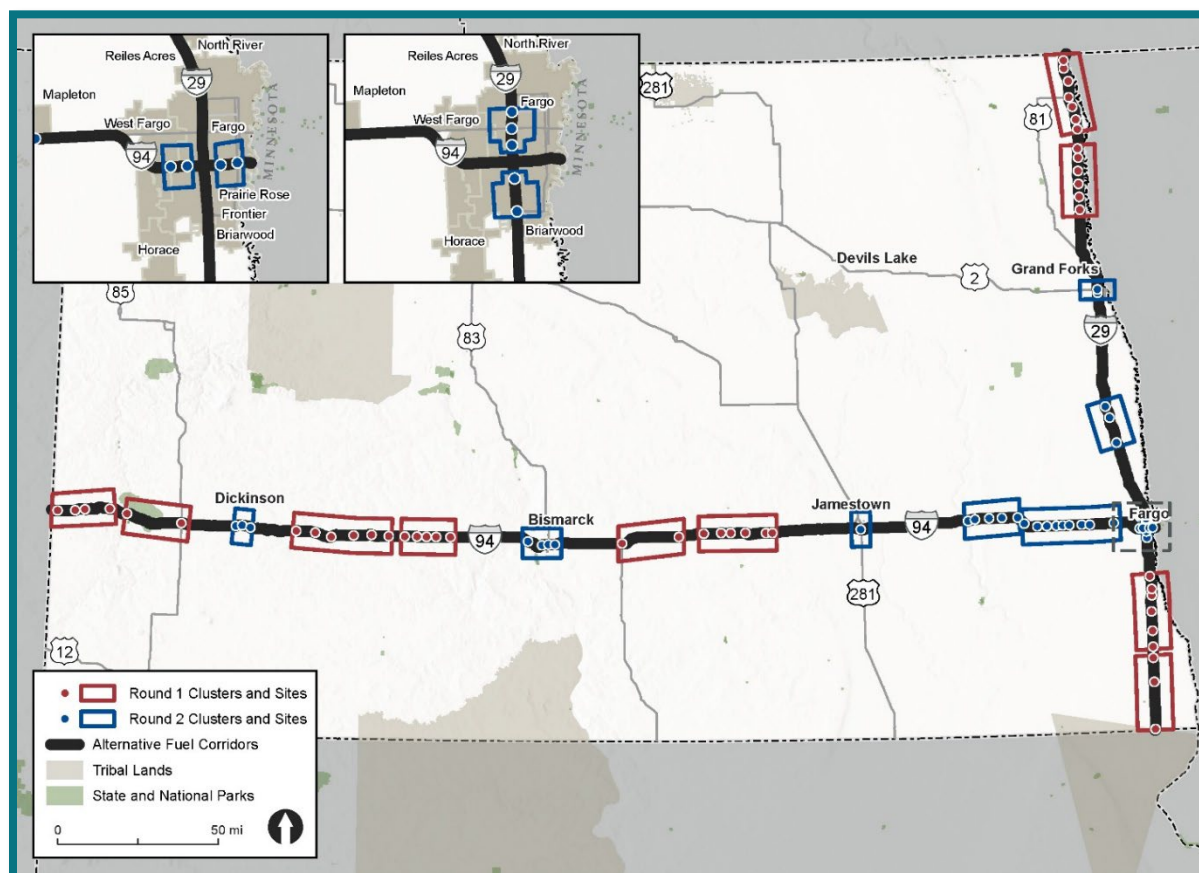
INTRODUCTION

North Dakota created the federally required Electric Vehicle (EV) Charging Infrastructure Program to obtain National Electric Vehicle Infrastructure (NEVI) Formula Program funding from the 2021 Bipartisan Infrastructure Bill. The federal NEVI Formula Program is intended to create a network of EV fast chargers across the country to provide reliable, consistent infrastructure to support long-distance travel.

North Dakota will receive approximately \$25.9 million from the NEVI Program through fiscal year (FY) 2026 to build Direct Current Fast Chargers (DCFCs). The charging stations must be no more than 50 miles apart and within 1 mile of exits along federally designated Alternative Fuel Corridors (AFCs), which include Interstate 94 (I-94) and Interstate 29 (I-29) in North Dakota. North Dakota Department of Transportation (NDDOT) identified 10 priority clusters along the two corridors (Round 1) and additional clusters where chargers are needed to meet NEVI Program requirements (Round 2). **Figure 1** highlights the Round 1 and Round 2 clusters. NDDOT plans to award one charging station in each cluster by approximately 2026 to achieve full build-out according to NEVI Program requirements.

NDDOT released its first Notice of Funding Opportunity (NOFO) on June 11, 2024, to gather proposals in preparation for charger deployment.

Figure 1. North Dakota Alternative Fuel Corridors and Clusters with Exits Eligible for NEVI Funding



Updates from Prior Plan Development

Development, Adoption, and Implementation: Contractor solicitation shifted from August 2023 to June 2024 and anticipated awards shifted from September/October 2023 to October 2024.

State Agency Coordination: The FY2024 Plan described the broad coordination required during the 2023 legislative session and NDDOT's commitment to maximize Buy America opportunities to use U.S.-made EV supply equipment (EVSE). This section provides updated details about the agencies involved in planning for deployment between July 2023 and July 2024.

Public Engagement: This section focuses on the Community Engagement Outcomes Report, which describes engagement activities between July 2023 and July 2024 (e.g., virtual industry engagement webinar, targeted outreach, EV tailgate event).

Contracting: While the FY2024 Plan indicated that NDDOT was considering making a request to use the Special Experimental Project No. 14 funding authority, this section describes the competitive best-value contracting approach that NDDOT ultimately selected.

Existing and Future Conditions Analysis: This section provides updated vehicle registration data and an updated list of charging stations along AFCs. In July 2024, North Dakota surpassed 1,000 registered EVs. It also provides an update on chargers along designated AFCs in North Dakota.

Charging Infrastructure Deployment: This section provides a new list of planned stations that will help NDDOT achieve full build-out to meet the requirements of the NEVI Program.

Equity Considerations: The FY2024 Plan described disadvantaged communities (DACs) based on the EV Charging Justice40 Map tool. This section identifies and describes DACs based on the Climate and Economic Justice Screening Tool with guidance from the Federal Highway Administration. DACs identified with the new tool differ slightly from the prior analysis. For example, Bismarck is no longer considered a DAC.

Labor and Workforce Considerations: This section provides updated labor statistics for the EVSE workforce in North Dakota.

Exceptions: NDDOT seeks exceptions for two charging station locations.

Development, Adoption, and Implementation

EVIP and Implementation Milestones



Figure 2. EVIP and Implementation Milestones

STATE AGENCY COORDINATION

Multiple NDDOT divisions continue to coordinate planning and implementation of the NEVI Program in North Dakota. Representatives from Financial Management, Legal, Programming, Planning and Asset Management, Civil Rights, and Communications, along with the Deputy Director for Driver Safety and the Deputy Director for Planning, meet regularly to provide direction on key decisions related to the Program. NDDOT engaged the North Dakota Public Service Commission in utility-related planning for Program implementation. Additionally, NDDOT coordinated with the Department of Commerce and North Dakota Clean Cities to educate stakeholders about the NEVI Program and its NOFO.

PUBLIC ENGAGEMENT

Community Engagement Outcomes Report

NDDOT engaged industry partners by offering a virtual networking event on May 16, 2024, to provide information in preparation for its NOFO and facilitate partnerships among organizations. Twenty-two industry representatives participated in the event, including representatives from Dakota Magic Casino, which is in a DAC. See Appendix A, Table A1 for a full list of attendees.

Website: There is a project website for the NEVI Program in North Dakota that houses project information, a GIS map with station locations, and NDDOT's NOFO documents: <https://www.dot.nd.gov/nevi>.

Database Sign-up: Interested parties were invited to sign up for the NEVI Database on the North Dakota Electric Vehicle Infrastructure Program website. The database connects potential EV charging station hosts with equipment manufacturers, charging services, electrical contractors, utilities, and other service providers who may want to partner in developing an EV charging station. As of July 2024, the NEVI Database lists 29 organizations.

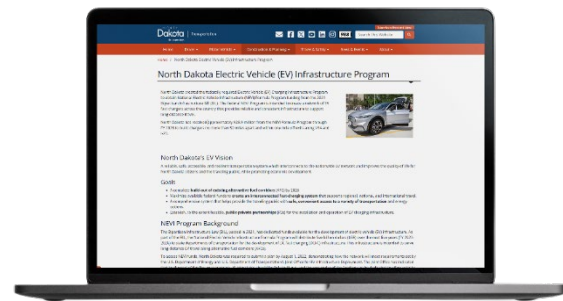
Targeted Outreach: For each potential exit, NDDOT identified potential site hosts – businesses within a 1-mile drive of the rural exits. NDDOT distributed mailers and made targeted phone calls to ensure that potential applicants were aware of NDDOT's NOFO for the NEVI Program. Businesses in DACs with potential exits along the AFCs (e.g., Dakota Magic Casino, Turtle Mountain Tribe) received information as part of the broader outreach effort.

EV Tailgate: On June 20, 2024, NDDOT cohosted an EV Tailgate in Bismarck to showcase various models of EVs and local public and non-profit entities with a clean transportation focus and provide information about NDDOT's NOFO for the NEVI Program. NDDOT distributed a business card with information about how to access the NEVI Program website. Community members and industry stakeholders attended the event.

Media: Several media outlets contacted NDDOT to gather information about the NEVI Program and promoted the Program and NDDOT's NOFO.

Legislative Brochure: NDDOT also created a legislative brochure and distributed it to stakeholders to promote NDDOT's NOFO for the NEVI Program.

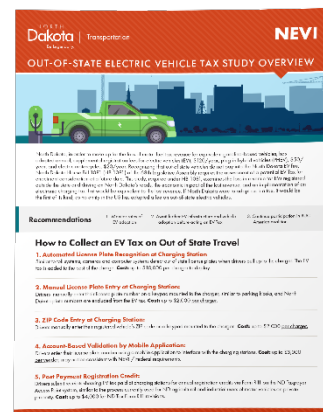
Transportation Conference: Representatives from NDDOT presented a session called "The Future is Now, EV Charging in ND and Unlocking the Future of Digital Identification" at the North Dakota Transportation Conference on March 6, 2024. The session provided general information about the NEVI Program.



North Dakota NEVI website



Photos taken at the EV Tailgate in Bismarck, ND



Out-Of-State Electric Vehicle Tax Study Overview (Legislative) Brochure

NDDOT plans to continue to engage all interested stakeholders, including relevant DACs near potential exits, that could receive NEVI funding in Round 2. This may include similar activities to the engagement for Round 1 (e.g., industry engagement, targeted mailers and phone calls, virtual engagement).

Tribal Engagement

All tribal entities eligible for Round 1 of NEVI funding were personally contacted to ensure awareness of NDDOT's NOFO.

Utility Engagement

NDDOT participated in the North Dakota Rural Electric Cooperatives Engineering and Operations Conference on December 6, 2023, to promote the NEVI Program. Conference registrants included representatives from 14 rural electric cooperatives in North Dakota. See Appendix A, Table A2 for a list of participating cooperatives.

Site-Specific Public Engagement

No Change.

PLAN VISION AND GOALS

No Change.

CONTRACTING

Between fall 2023 and spring 2024, NDDOT worked to develop a procurement process that meets federal and state requirements and follows a contracting methodology that is appropriate to both Federal Highway Administration and NDDOT. NDDOT will administer NEVI funds through its NOFO, which utilizes a competitive best-value contracting approach. Awardees will be responsible for the design, construction, ownership, operations, and maintenance of the infrastructure for the 5-year period as required by the NEVI Program.

The procurement is split into two rounds:



Round 1

This round is intended to assess initial developer interest in the clusters in rural areas. NDDOT is applying for exceptions in areas where it was challenging to gather proposals.



Round 2

This round focuses on urbanized areas. It also offers an opportunity to solicit additional proposals for any clusters that were not awarded NEVI funding in the first round.

Table 1 highlights NDDOT's current contracting status for Round 1.

Status of Contracting Process

Table 1. Status of NEVI Contracting Process in North Dakota

| Round of Contracting (example: 1st Round of Three) | Number of Proposals or Applications Received | Contract Type (design-build-operate-maintain, design-build, or others) | Date Solicitation Released | Date Solicitation Closed | Date of Award |
|---|--|---|----------------------------|--------------------------|----------------------------|
| First Round of Two | 16 | Grant Solicitation using competitive best-value procurement | June 11, 2024 | August 9, 2024 | Target Date: November 2024 |

Awarded Contracts

As of August 2024, NDDOT is working to evaluate and score the proposals received for Round 1. No more than one site will be awarded per cluster, and applications are evaluated on a cluster basis. It is anticipated that scoring will be completed and awardees notified in November 2024. Notification of awards will also be published on NDDOT's NEVI website (<https://www.dot.nd.gov/nevi>).

Scoring Methodologies Utilized

Prior to the scoring process, each application must pass both an administrative and technical responsiveness check. The administrative check is intended to validate that all required materials have been submitted, all signatures are present, and all the forms have been filled out according to the NOFO instructions. The technical responsiveness check is intended to validate that the materials submitted for each application meet the minimum technical requirements set forth by the federal requirements, as well as additional requirements adopted by NDDOT. Proposals must pass both administrative and technical responsiveness checks before they move ahead to scoring.

The scoring methodology used for the Round 1 NDDOT NEVI procurement was developed as a two-step competitive best-value scoring and selection process that includes a technical score and a cost proposal score. Each proposer is allowed only one application per cluster, and each application is scored only against other proposals from within that cluster. A team of three will review the applications. The scoring criteria and associated points are shown in **Table 2**. The scoring methodology may be adjusted for subsequent rounds based on lessons learned from Round 1.

Table 2. Technical Scoring Criteria, NDDOT NEVI NOFO

| Technical Scoring Criteria | | Maximum Points Possible (175 Total) |
|---|--|-------------------------------------|
| 1. Applicant Background, Experience, and Team Organization | Evaluation Considerations | 36 |
| Applicant Team Organization: Describe the Applicant team organization per Attachment 3, Technical Application Form in the NOFO. | Evaluators will consider the following: <ul style="list-style-type: none"> • Identification of team members with proven prior experience in all the roles outlined in Attachment 3, Section 4 in the NOFO • Team members who have completed projects with similar requirements • Team members who have completed work in North Dakota previously • Organizational chart that clearly outlines the relationship among team members and clearly outlines roles and responsibilities | 5 |
| Approach to Project Management: Describe the approach to project management per Attachment 3, Technical Application Form in the NOFO. | Evaluators will consider the following: <ul style="list-style-type: none"> • Identification of responsible team members • Descriptions of commitments and actions already taken | 5 |
| Prior Experience with 50 kW or Higher Port Past Projects: Provide prior EVSE experience per Attachment 3, Technical Application Form in the NOFO. <ul style="list-style-type: none"> • 7 pts for 16+ projects • 5 pts for 11–15 projects • 3 pts for 5–10 projects | N/A | 7 |
| Prior System Performance: Provide prior EVSE system performance per Attachment 3, Technical Application Form <ul style="list-style-type: none"> • 7 pts for 97%+ • 5 pts for 90–96% • 3 pts for 85–89% | N/A | 7 |

| Technical Scoring Criteria | | Maximum Points Possible (175 Total) |
|---|---|-------------------------------------|
| Prior Experience with Title 23 Funding and Federal Programs: Describe the Applicant team experience with Title 23 funding and federal programs. | Evaluators will consider the following: <ul style="list-style-type: none"> • Identification of responsible team members • Examples of relevant projects that have been completed, demonstrating experience and understanding | 3 |
| Prior Experience with Davis-Bacon Act Compliance: Describe the Applicant team experience with Davis-Bacon Act compliance. | Evaluators will consider the following: <ul style="list-style-type: none"> • Identification of responsible team members • Examples of relevant projects that have been completed, demonstrating experience and understanding | 3 |
| Prior Experience with Build America, Buy America Act Compliance: Describe the Applicant team experience with Build America, Buy America Act compliance. | Evaluators will consider the following: <ul style="list-style-type: none"> • Identification of responsible team members • Examples of relevant projects that have been completed, demonstrating experience and understanding | 3 |
| Prior Experience with State Funded Government Projects: Describe the Applicant team experience with state funded government projects. | Evaluators will consider the following: <ul style="list-style-type: none"> • Identification of responsible team members • Examples of relevant projects that have been completed, demonstrating experience and understanding | 3 |
| 2. General Project Approach and Understanding | Evaluation Considerations | 30 |
| Project Approach and Understanding: Describe the project approach and understanding per Attachment 3, Technical Application Form in the NOFO. | Evaluators will consider the following: <ul style="list-style-type: none"> • Identification of responsible team members • Descriptions of commitments and actions already taken • Clear understanding of basic NEVI requirements outlined in 23 Code of Federal Regulations (CFR) 680 • Clear understanding and approach to managing reporting and submittals, including required reporting and other federal requirements such as EV-ChART reporting • Davis-Bacon Act, Build America, Buy America Act, etc. • Detailed and realistic project schedules that include tasks outlined in the Scope of Work • EVSE that exceeds basic NEVI requirements, providing additional power, ports, and operational range | 10 |

| Technical Scoring Criteria | Maximum Points Possible (175 Total) |
|---|---|
| <p>Approach to Permitting and Utility Coordination: Describe the approach to permitting and utility coordination per Attachment 3, Technical Application Form in the NOFO.</p> | <p>Evaluators will consider the following:</p> <ul style="list-style-type: none"> • Identification of responsible team members for each activity • Identification of required permits • Proof of coordination/outreach to permitting agencies and utilities • Descriptions of commitments and actions already taken <p>5</p> |
| <p>Approach to Operations and Maintenance: Describe the approach to O&M per Attachment 3, Technical Application Form in the NOFO.</p> | <p>Evaluators will consider the following:</p> <ul style="list-style-type: none"> • Identification of responsible team members for each key O&M activity and whether that team member is on-site, on-call, or remote • Descriptions of O&M approach to hardware (cables, connectors, etc.), software (updates), EVSP network, communications, and the site (trash removal, snow removal, light replacement, bathroom cleaning, etc.) • Descriptions of scheduled and emergency maintenance, including any service level agreements • Frequency of scheduled maintenance • Description of factors that go into establishing prices and identified price or price range in \$/kWh • Descriptions of commitments and actions already taken <p>10</p> |
| <p>Approach to Cybersecurity and Data Management: Describe the approach to cybersecurity and data management per Attachment 3, Technical Application Form in the NOFO.</p> | <p>Evaluators will consider the following:</p> <ul style="list-style-type: none"> • Identification of responsible team members for each key cybersecurity activity • Identification of any existing or planned third-party certifications and clarification if they are for the site operator and/or the EVSP network operator • Description of compliance with Payment Card Industry requirements • Description of Cybersecurity Event Management Team and notification process, including identification of responsible team member • Description of approach to addressing findings identified in risk assessments or SOC2 audits • Description of cybersecurity approach for both local site and EVSP network • Description of physical and on-site security as it relates to cybersecurity • Description of approach to cybersecurity training <p>5</p> |

| Technical Scoring Criteria | | Maximum Points Possible (175 Total) |
|---|--|-------------------------------------|
| 3. Site Proposal | | 63 |
| <p>Proposed Site Details, Design, and Layout and Area Map: Describe the proposed site details, design, layout, and area map, and identify each item clearly in a preliminary site design and layout or the area map as described in Attachment 3, Technical Application Form in the NOFO.</p> <ul style="list-style-type: none"> 10 pts for ease of entry, access, and visibility from the main road directly off the AFC 10 pts for site safety, ease of navigation for pedestrians on the site, signage, lighting, striping of walkways, security, cameras, etc. 10 pts for existing and proposed site characteristics, including hours of access to bathrooms, food, drink, and amenities, as well as quality of amenities 10 pts for site layout for ease of EVs getting around the site, pull-through islands, siting and protection of equipment, oversize spaces vs. normal spaces, no one-way directions, etc. | | |
| <p>Evaluators will consider the following:</p> <ul style="list-style-type: none"> Clarity of description and visualization of site details, characteristics, and amenities Quality of site details, characteristics, and amenities | | 40 |
| <p>Primary Amenities: 4 points for each of the following publicly and ADA-accessible applicable items within 1,000-foot walking distance:</p> <ul style="list-style-type: none"> 24/7 access to restrooms Access to food and drink Retail on-site Canopy above chargers Space for pull-through passenger trucks pulling trailers | | |
| <p>N/A</p> | | 20 |
| <p>Additional Amenities: 1 point for each of the following publicly and ADA-accessible applicable items within 1,000-foot walking distance:</p> <ul style="list-style-type: none"> Playground area Seating/benches Additional parking spaces for overflow | | |
| <p>N/A</p> | | 3 |

| Technical Scoring Criteria | | Maximum Points Possible (175 Total) |
|---|---|-------------------------------------|
| 4. Innovation and Resiliency | | 26 |
| Approach to Site Resiliency: Describe the approach to site resiliency per Attachment 3, Technical Application Form. | Evaluators will consider the following: <ul style="list-style-type: none"> Identification and description of proposed site elements to improve site resiliency | 5 |
| Resiliency: 2 points for each of the following criteria: <ul style="list-style-type: none"> Backup power Undergrounding of lines/conduits for utility feed Energy storage Future proofing (must include construction of element to support future proofing) | Evaluators will consider the following: <ul style="list-style-type: none"> Identification and description of proposed site elements to improve site resiliency | 8 |
| Approach to Innovation: Describe the approach to innovation per Attachment 3, Technical Application Form. | Evaluators will consider the following: <ul style="list-style-type: none"> Identification and description of proposed innovative site elements that provide benefits | 5 |
| Output Voltage Range: 5 points if EVSE can provide DC output voltages over the entire range of 250–920 volts. | N/A | 5 |
| EVSE Operating Temperature: 3 points if EVSE can operate between -23 and -40 degrees Fahrenheit. | N/A | 3 |
| 5. Workforce, Equity, and Rural Considerations | | 20 |
| Approach to Workforce: Describe the approach to workforce per Attachment 3, Technical Application Form in the NOFO. | Evaluators will consider the following: <ul style="list-style-type: none"> Identification of responsible team members for each activity Identification of subcontractors with required workforce qualifications Identification and discussion of approach to achieving EVITP certification for workforce Identification and discussion of leveraging local workforce training programs Description of approach to recruiting and retaining a qualified workforce Descriptions of commitments and actions already taken | 5 |

| Technical Scoring Criteria | | Maximum Points Possible (175 Total) |
|---|--|-------------------------------------|
| Equity and Disadvantaged Community (DAC) Considerations: Describe the approach to equity and DAC considerations per Attachment 3, Technical Application Form in the NOFO. | Evaluators will consider the following: <ul style="list-style-type: none"> • Identification of responsible team members for outreach efforts • Description of approach to addressing equity and DAC considerations • Descriptions of commitments and actions already taken | 5 |
| Project is located within 1 mile of a DAC or historically disadvantaged community | N/A | 5 |
| Rural Considerations: Describe the approach to rural considerations per Attachment 3, Technical Application Form in the NOFO. | Evaluators will consider the following: <ul style="list-style-type: none"> • Identification and description of approach to addressing rural risks and challenges • Descriptions of commitments and actions already taken | 5 |

Plan for Compliance with Federal Requirements

The publicly available procurement documents are specific in their technical requirements to ensure compliance with 23 United States Code (U.S.C), 23 CFR 680, and all applicable requirements under 2 CFR 200. NDDOT's NOFO includes clear technical requirements, scope of work, and draft contractual terms for awardees so that they are explicit about the NDDOT's expectations and requirements. Highlights from NDDOT's NOFO documents that ensure compliance include:



Twenty percent withholding and annual reimbursements to ensure compliance.



Monetary penalty for non-compliance that comes out of the withholding.



Actual contract and scope of services were clearly delineated in NDDOT's NOFO.

NDDOT will ensure awardees meet all requirements before receiving notice to proceed. Specifically, NDDOT will work closely with applicants to complete a series of forms to verify compliance with 23 U.S.C., 23 CFR 680, and 2 CFR 200 during the design phase of NEVI projects. NDDOT will also supervise validation, testing, and inspection of the chargers after they are installed. Finally, NDDOT is creating a project management plan (PMP) to operationalize the NEVI Program. The PMP will identify all applicable requirements, responsible parties within the Program, and relevant processes and procedures. After the NEVI chargers are operational, NDDOT will implement the PMP to keep operations consistent, predictable, and compliant with all state and federal requirements.

CIVIL RIGHTS

No Change.

EXISTING AND FUTURE CONDITIONS ANALYSIS

Alternative Fuel Corridor Designations

No Change.

Existing Charging Stations

In July 2024, North Dakota surpassed 1,000 registered EVs. As the number of EV drivers grows, charging infrastructure will be increasingly important for supporting convenient, affordable, reliable, and equitable charging throughout the state. The total number of public and private charging stations in the state is 104, of which 36 are DCFC.¹ **Table 3** shows DCFCs along designated AFCs in North Dakota, and **Figure 3** shows Level 2 chargers and DCFCs along designated AFCs in North Dakota.

Table 3. DCFCs Along Alternative Fuel Corridors in North Dakota

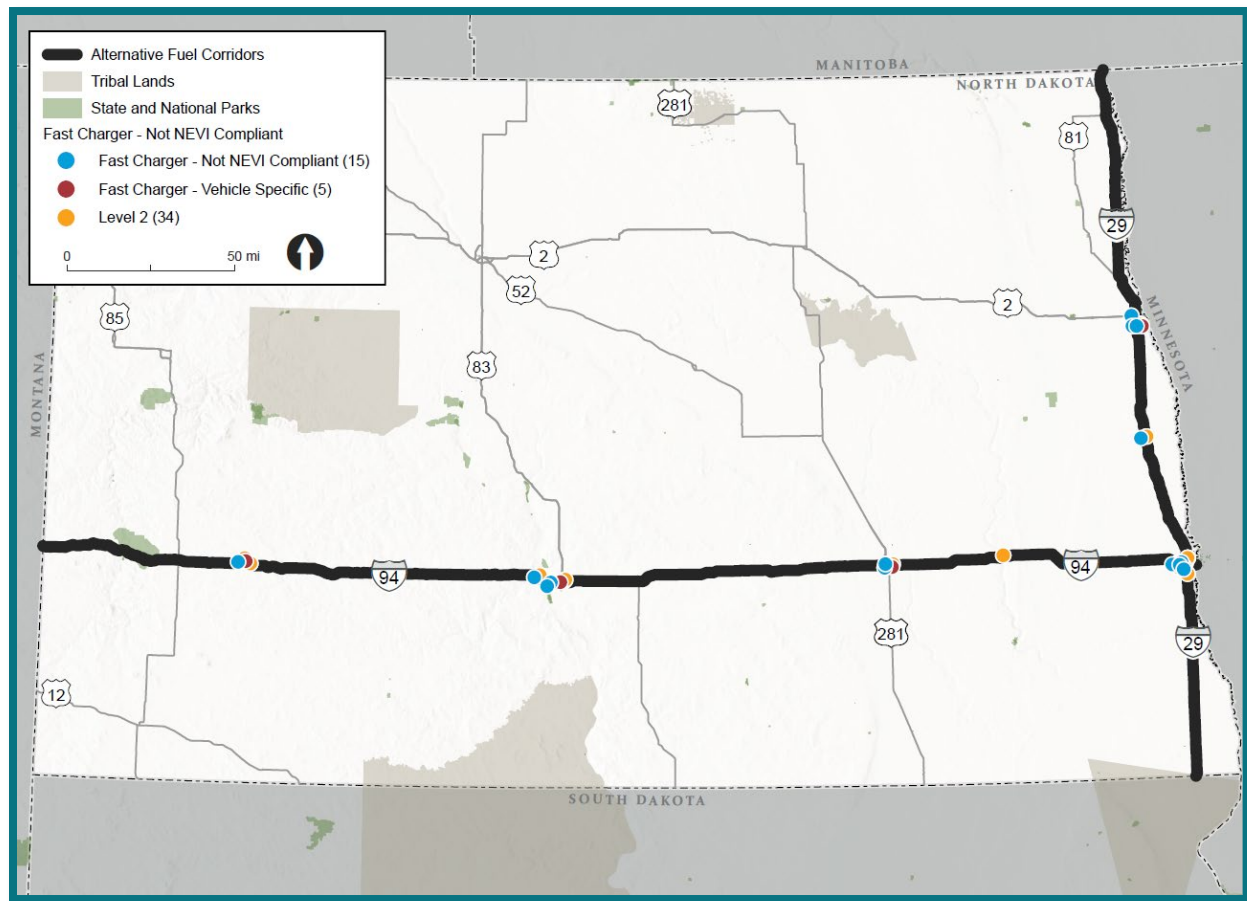
| State EV Charging Location Unique ID * | Route | Location (street address or AFC + mile marker) | Number of Charging Ports | EV Network (if known) | Meets All Relevant Requirements in 23 CFR 680? | Intent to Count Toward Fully Built-Out Determination? |
|--|-------|--|--------------------------|-----------------------|--|---|
| 165815 | I-94 | 2050 Sheyenne St. West Fargo, ND 58078 | 1 | ChargePoint | No | No |
| 166823 | I-29 | 902 13th Ave. S Fargo, ND 58103 | 1 | ChargePoint | No | No |
| 166898 | I-29 | 3760 32nd Ave. S Grand Forks, ND 58201 | 1 | ChargePoint | No | No |

¹ U.S. Department of Energy. "Alternative Fuels Data Center." North Dakota Alternative Fuel Stations (energy.gov) (Accessed July 16, 2024)

| State EV Charging Location Unique ID * | Route | Location (street address or AFC + mile marker) | Number of Charging Ports | EV Network (if known) | Meets All Relevant Requirements in 23 CFR 680? | Intent to Count Toward Fully Built-Out Determination? |
|--|-------|--|--------------------------|-----------------------|--|---|
| 181143 | I-94 | 2001 44th St. S Fargo, ND 58103 | 1 | ChargePoint | No | No |
| 183271 | I-94 | 285 14th St. W Dickinson, ND 58601 | 2 | Non-networked | No | No |
| 185675 | I-29 | 4770 Gateway Dr. Grand Forks, ND 58203 | 2 | ZEFNET | No | No |
| 193285 | I-94 | 1600 Burnt Boat Rd. Bismarck, ND 58503 | 1 | ChargePoint | No | No |
| 213189 | I-29 | 22 6th St. NW Hillsboro, ND 58045 | 1 | ChargePoint | No | No |
| 253414 | I-94 | 3201 Nygren Dr. NW Mandan, ND 58554 | 1 | ChargePoint | No | No |
| 259720 | I-29 | 4400 32nd Ave. S Grand Forks, ND 58201 | 2 | Non-networked | No | No |
| 279490 | I-94 | 2617 8th Ave. SW Jamestown, ND 58401 | 6 | Electrify America | No | No |
| 279506 | I-29 | 2732 32nd Ave. Grand Forks, ND 58201 | 6 | Electrify America | No | No |
| 303028 | I-94 | 3812 Memorial Highway Mandan, ND 58554 | 3 | EV Connect | No | No |
| 325551 | I-94 | 305 Business Loop West Jamestown, ND 58401 | 1 | Blink Network | No | No |
| 346209 | I-29 | 3302 36th St. S Fargo, ND 58104 | 2 | Blink Network | No | No |

*Defined by the state; this should match the unique ID in the state's applicable GIS databases.

Figure 3. Existing Chargers Along Alternative Fuel Corridors in North Dakota

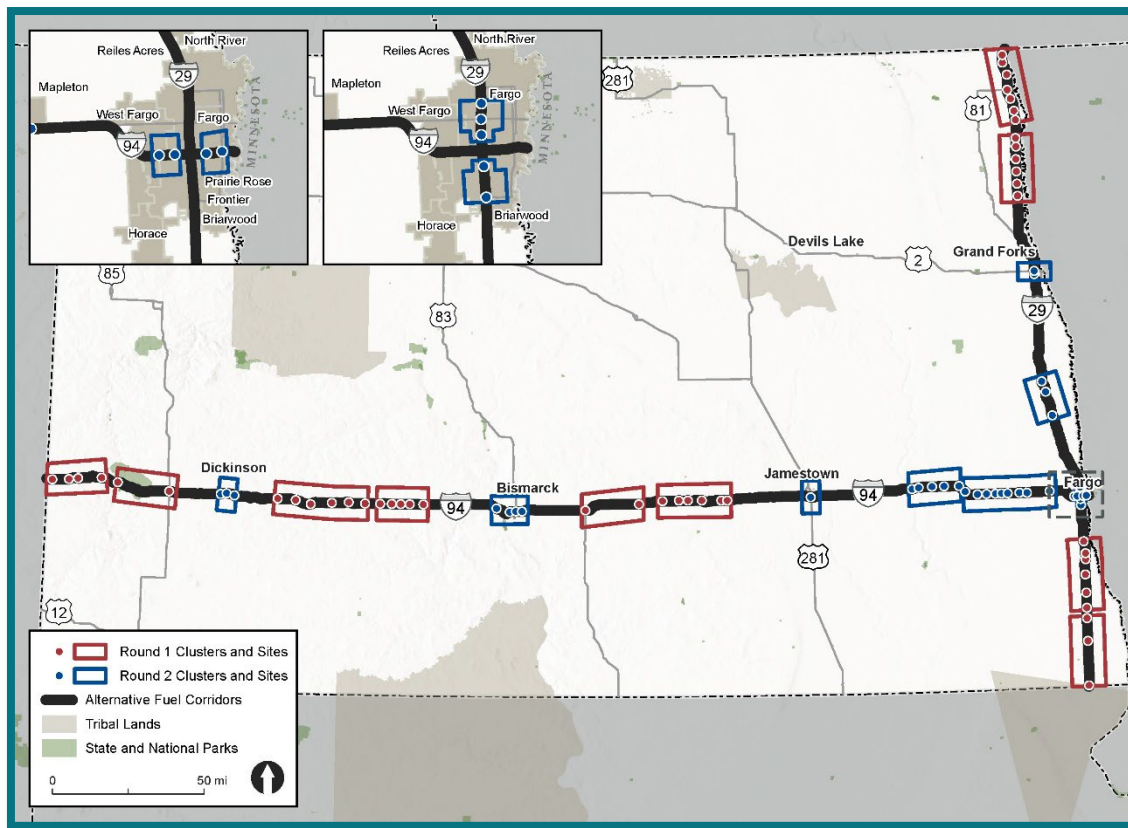


EV CHARGING INFRASTRUCTURE DEPLOYMENT

Planned Charging Stations

There are no NEVI funded stations currently under construction. NDDOT has identified clusters of exits where NEVI funds may be invested. There will only be up to one charging station installed in each cluster. **Figure 4** shows the clusters selected for Rounds 1 and 2. **Tables 4** and **5** identify the clusters shown on the map.

Figure 4. Clusters and Potential Exits, Round 1 and 2 *



* The Electrify America chargers in Jamestown and Grand Forks are not shown on this map. They were originally assumed to be creditable, but changes to federal guidance make it challenging to confirm that they are compliant with NEVI Program requirements. As a result, NDDOT will award up to one charging station in the Jamestown and Grand Forks clusters.

Table 4. Planned Stations, Round 1

| Route/ AFC | Cluster | Location (potential exits) | Number of Ports | Estimated Quarter/ Year Operational | Estimated Cost | Funding Sources (choose No NEVI, Y22/FY23, FY24, FY25, FY26, or FY27+) | New Location or Upgrade? |
|---------------|---------|--------------------------------------|--------------------|--|-------------------------|---|--------------------------------|
| I-29 | A | Exit 1, 15, or 23 | Min. 4 ports | Spring 2025 | Unknown at this time | FY 22/23 | New Location |
| I-29 | B | Exit 26, 31, 37, 42, 44, or 48 | Min. 4 ports | Spring 2025 | Unknown at this time | FY 22/23 | New Location |

| Route/ AFC | Cluster | Location (potential exits) | Number of Ports | Estimated Quarter/ Year Operational | Estimated Cost | Funding Sources (choose No NEVI, Y22/FY23, FY24, FY25, FY26, or FY27+) | New Location or Upgrade? |
|---------------|---------|--|--------------------|--|-------------------------|---|--------------------------------|
| I-29 | E | Exit 168, 172, 176, 180, 184, or 187 | Min. 4 ports | Spring 2025 | Unknown at this time | FY 22/23 | New Location |
| I-29 | F | Exit 193, 196, 200, 203, 208, 212, or 215 | Min. 4 ports | Spring 2025 | Unknown at this time | FY 22/23 | New Location |
| I-94 | A | Exit 1, 7, 10, or 18 | Min. 4 ports | Spring 2025 | Unknown at this time | FY 22/23 | New Location |
| I-94 | B | Exit 24 or 42 | Min. 4 ports | Spring 2025 | Unknown at this time | FY 22/23 | New Location |
| I-94 | D | Exit 78, 84, 90, 97, 102, or 108 | Min. 4 ports | Spring 2025 | Unknown at this time | FY 22/23 | New Location |
| I-94 | E | Exit 113, 117, 120, 123, or 127 | Min. 4 ports | Spring 2025 | Unknown at this time | FY 22/23 | New Location |
| I-94 | G | Exit 182 or 200 | Min. 4 ports | Spring 2025 | Unknown at this time | FY 22/23 | New Location |
| I-94 | H | Exit 208, 214, 217, 221, 228, or 230 | Min. 4 ports | Spring 2025 | Unknown at this time | FY 22/23 | New Location |

Table 5. Planned Stations, Round 2

| Route / AFC | Cluster | Location (potential exits) | Number of Ports | Estimated Quarter/ Year Operational | Estimated Cost | Funding Sources (choose No NEVI, FY22/FY23, FY24, FY25, FY26, or FY27+) | New Location or Upgrade? |
|-------------|---------|--|-----------------|-------------------------------------|----------------------|---|--------------------------|
| 29 | C | Exit 60, 62, 64, 65, or 66 | Min. 4 ports | Spring 2026 | Unknown at this time | FY24 | New Location |
| 29 | D | Exit 92, 100, or 104 | Min. 4 ports | Spring 2026 | Unknown at this time | FY24 | New Location |
| 29 | G | Exit 140 or 141 | Min. 4 ports | Spring 2026 | Unknown at this time | FY24 | New Location |
| 94 | C | Exit 59, 61, or 64 | Min. 4 ports | Spring 2026 | Unknown at this time | FY24 | New Location |
| 94 | F | Exit 152, 157, 159, or 161 | Min. 4 ports | Spring 2026 | Unknown at this time | FY24 | New Location |
| 94 | L | Exit 258 | Min. 4 ports | Spring 2026 | Unknown at this time | FY24 | New Location |
| 94 | I | Exit 292, 294, 298, 302, or 307 | Min. 4 ports | Spring 2026 | Unknown at this time | FY24 | New Location |
| 94 | J | Exit 310, 314, 317, 310, 320, 322, 324, 328, 331, or 338 | Min. 4 ports | Spring 2026 | Unknown at this time | FY24 | New Location |
| 94 | K | Exit 347, 348, 350, or 351 | Min. 4 ports | Spring 2026 | Unknown at this time | FY24 | New Location |

Planning Toward a Fully Built-Out Determination

NDDOT anticipates that the AFCs will be fully built-out after Rounds 1 and 2 are complete. **Table 6** provides additional details about planning toward a fully built-out determination.

Table 6. Planning Toward a Fully Built-Out Determination in North Dakota

| | |
|--|-----------|
| How many stations are still needed to achieve Fully Built-Out status <i>(based on the State's EV AFCs as of the date of this update's submission)</i> | 19 |
| Provide the estimated month/year to achieve Fully Built-Out status: | July 2026 |

EV Charging Infrastructure Deployment After Build-Out

After North Dakota achieves full build-out of all AFCs, NDDOT will invest the remaining NEVI funds in off-corridor charging stations. In 2025 or 2026, NDDOT will develop a strategy for off-corridor charging designed to support charging on tribal lands, in DACs, and in the northern portion of the state. All chargers installed with remaining NEVI funds will comply with state and federal regulations, including Title 23, 2 CFR 200, and 23 CFR 680, unless North Dakota requests and receives exemptions.

IMPLEMENTATION

No change.

EQUITY CONSIDERATIONS

NDDOT remains committed to emphasizing equity considerations when planning investments in EV charging infrastructure. As part of a U.S. Department of Transportation and U.S. Department of Energy partnership in implementing the Justice40 Initiative, the Council on Environmental Quality developed a new tool called the Climate and Economic Justice Screening Tool (CEJST). While NDDOT previously used the Justice40 Electric Vehicle Charging Map to identify DACs, federal guidance directs states to use CEJST to identify DACs. The tool has an interactive map and uses datasets with indicators of burdens in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. A community is considered disadvantaged if it is located within a census tract that meets the tool's threshold in each category or on land within the boundaries of federally recognized tribes.

NDDOT used CEJST to identify DACs in the state. The following section describes the DACs and how they compare to the DACs highlighted in the FY2024 Plan Update.

Identification and Outreach to DACs in the State

The CEJST identifies five DACs within 1 mile of North Dakota's AFCs. Along the two AFCs, there are approximately 569 miles that need to be built out to NEVI Program standards. Of those, approximately 30 miles are in a DAC or within 1 mile of a DAC. **Table 7** provides additional details about these communities. Bismarck, which was listed as a DAC in the FY2024 Plan Update, is not considered a DAC based on CEJST methodology.

Engagement with the DACs was limited to Kidder County, which is the only DAC that includes an AFC with exits that could receive NEVI funding in Round 1. Additionally, NDDOT personally contacted all tribal entities to make them aware of NDDOT's NOFO for the NEVI Program. A representative from the Dakota Magic Casino attended the virtual stakeholder meeting that NDDOT hosted in May 2024.

Future engagement and outreach efforts will engage DACs near potential exits that could receive NEVI funding in Round 2. As described in the Public Engagement section, outreach will likely involve similar engagement activities as performed in Round 1 (e.g., industry engagement, targeted mailers and phone calls, virtual engagement).

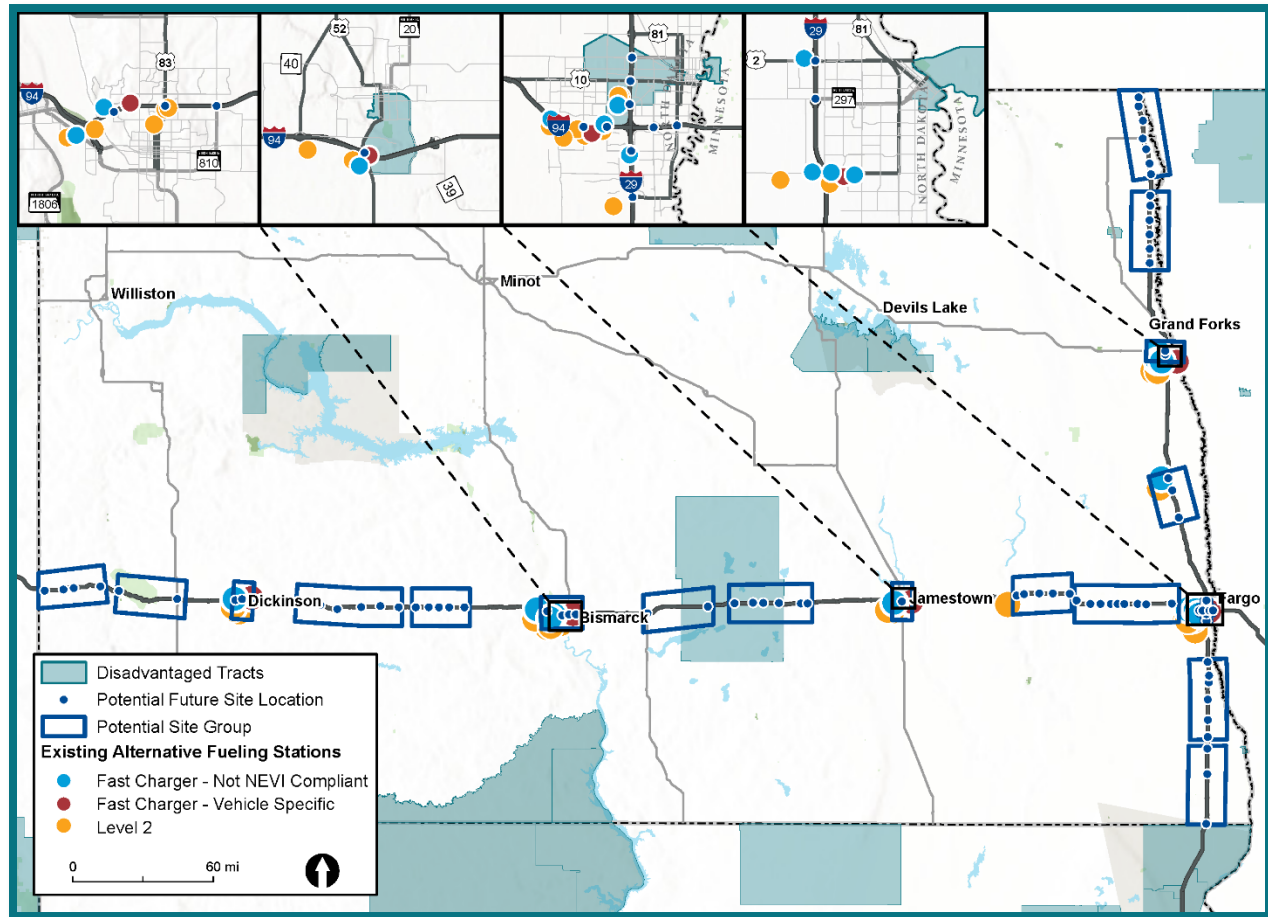
Table 7. DAC Profiles Within 1 Mile of AFC

| Community | DAC Census Tract I.D. | DAC Census Population | Climate and Economic Justice Screening Tool: Categories Exceeding DAC Threshold |
|---|-----------------------|-----------------------|---|
| Kidder County | 38043966800 | 2.5K | Climate Change; Low Income |
| Fargo | 38017000502 | 3.2K | Housing; Legacy Pollution; Water; Workforce Development |
| | 38017000600 | 5.2K | Housing; Legacy Pollution; Workforce Development; Low Income |
| | 38017010107 | 3.3K | Housing; Low Income |
| | 38017010106 | 5.4K | Housing; Low Income |
| Grand Forks | 38035010600 | 2.2K | Climate Change; Legacy Pollution; Water; Low Income |
| Jamestown | 38093967800 | 4.4K | Climate Change; Legacy Pollution; Water; Low Income |
| Sisseton – Wahpeton Tribal land/ Richland County | 38077971400 | 2.7K | None* |

* The lands of federally recognized tribes that cover some or all of this tract are considered disadvantaged.

Figure 5 shows all DACs in the state. In addition to pursuing full build-out of the AFCs according to NEVI requirements, NDDOT will invest \$1.4 million in federal funding for EV charging provided by the Advanced Transportation and Congestion Management Technologies Deployment program. Program-funded chargers will be strategically sited along state highways, including some in DACs. NDDOT will conduct outreach to DACs near potential charging station locations to make them aware of the funding opportunity.

Figure 5. Disadvantaged Communities in North Dakota



Process to Identify, Quantify, and Measure Benefits to DACs

NDDOT remains enthusiastic about working with the U.S. Department of Transportation to measure the benefits of this Program as it evolves. As NDDOT awaits a national standard for the Program, the agency will focus on geographic and workforce benefits. Benefits and their associated metrics and data sources are provided in [Table 8](#).

Table 8. Disadvantaged Community Benefits Metrics

| Benefits Category | Metrics | Data Source |
|--|--|---|
| Improve clean transportation access through the location of chargers | Percentage of chargers installed in or near community with identified DAC status through NEVI. | NEVI charger locations (NDDOT); DAC locations (CEJST) |
| Increase parity in clean energy technology access and adoption | Percentage of EV adoption in DACs compared to statewide EV adoption rate | EV registrations by county (NDDOT) |
| Increase the clean energy job pipeline, job training, and job creation | Number of electrician apprenticeship programs Number of enrolled electrical apprentices | Jobs records (ND Department of Commerce Workforce Development) |
| Increase energy resilience | Number of chargers with backup power available on-site near DACs OR capable of backup generator connection | NEVI chargers with/capable of backup power (NDDOT); DAC locations (CEJST) |

LABOR AND WORKFORCE CONSIDERATIONS

Overview

The NEVI Program will generate substantial opportunities for equitable and accessible job creation in the electrical and construction trades, as a network of EV chargers is planned, designed, installed, and commissioned in North Dakota. The NEVI Program will also increase opportunities for power generation and power distribution utilities to strengthen their workforce to provide EV transportation that is convenient, reliable, affordable, and equitable. Project planning, stakeholder engagement, construction and its support services, and long-term maintenance will all provide robust opportunities.

NDDOT is prepared to meet this opportunity through its strong utility stakeholders and robust workforce practices. Within the construction industry, the development of the NEVI network will rely on labor throughout the state and will need to leverage specialty contractor services, particularly electricians. North Dakota had a construction workforce of 32,010 in May 2023, approximately 7.7 percent of the state's non-farm workforce. The latest Bureau of Labor and Statistics research on the construction workforce notes an average annual wage of \$64,250.

Construction by Area

Data regarding certified electrical contractors from the EVITP indicates that the concentration of construction jobs falls within the four largest cities in the state: Fargo, Bismarck, Grand Forks, and Minot. The state's dispersed footprint of small, urbanized areas and expansive rural areas will generate some construction activity distant from the primary centers of construction workers. Justice40 mapping indicates that proactive encouragement of local construction laborers will be needed in Native American reservations, including Standing Rock Reservation, Fort Berthold Reservation, Spirit Lake Reservation, and Turtle Mountain Reservation, and in transportation-disadvantaged census tracts, including northwest of Bismarck and northwest and southwest of Grand Forks.

Electrical Trade

The use of well-trained electrical staff will be critical to the success of building out the NEVI network in North Dakota. Of the full construction workforce, approximately 10 percent, or 3,180, are electricians. The state is also well prepared with 32 North Dakota-based electrical contractors who have become certified in the EVITP.

Labor and Workforce Strategies

North Dakota has strong existing strategies that will enable NEVI investment to create jobs and benefits that are inclusive and local and will create a diverse, sustainable EV workforce. Further, all workforce strategies will be coordinated with the North Dakota Department of Commerce, Workforce Development Division, with goals to expand the sources of training, experience level, and diversity of the workforce that will install and maintain EV charging infrastructure. Input is also being solicited from major stakeholders, including utilities. In deploying the NEVI Program, North Dakota will be able to leverage the following strengths in developing the EV workforce:



Leverage Statewide Workforce Initiatives: North Dakota can leverage statewide workforce initiatives already in place to accelerate the development of a workforce focused on the EV network. The North Dakota Department of Commerce has several workforce programs, including the Technical Skills Training Grant, the Regional Workforce Impact Program, and an apprenticeship program.



Bolster Equity and Accessibility to the Workforce: North Dakota rewards employers for hiring individuals who have had difficulty finding work through the federal Work Opportunity Tax Credit, a state-administered federal program awarded to companies that hire people facing significant barriers to employment.



Educational Collaboration: North Dakota will work with agency partners to confirm the availability of technical training and higher education in sufficient quantity and diversity to support the NEVI impact on the local workforce. The NEVI Program will incorporate outreach strategies with local schools, colleges, and vocational programs to develop a pipeline of employees with skill sets needed for the deployment of infrastructure.



Inclusive Input and Outreach: The development workforce training and outreach plans will include input from diverse communities, advocacy groups, and industry organizations, as well as diverse Disadvantaged Business Enterprise (DBE) firms. North Dakota will apply its tested practices to establish

appropriate trainee and apprentice goals for NEVI deployment projects. Educational collaboration, as mentioned earlier, aims to include outreach and recruitment at historically Native American colleges and universities and will access diverse minority and women students to foster a broad, diverse pool to address the need for a diverse local workforce.



Leveraging the Energy Industry: North Dakota’s Clean Sustainable Energy Authority was established by the legislature in 2021 under the control of the North Dakota Industrial Commission to support research, development, and technological advancements through partnerships and financial support for the large-scale development and commercialization of projects, processes, activities, and technologies that reduce environmental impacts and increase sustainability of energy production and delivery. For the 2021–2023 biennium, the Program received an appropriation of \$25M for grants and the authority to request a line of credit from the Bank of North Dakota for up to \$250M. The NEVI Program will become a pillar of this initiative, and the Clean Sustainable Energy Authority will leverage its resources to create a robust workforce to support NEVI development in partnership with communities across the state.

“In compliance with 23 CFR 680.106(j) to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers, all electricians installing, operating, or maintaining EVSE must receive certification from the EVITP or a registered apprenticeship program for electricians that includes charger-specific training developed as part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation, if and when such programs are approved.”

PHYSICAL SECURITY AND CYBERSECURITY

No Change.

PROGRAM EVALUATION

No Change.

DISCRETIONARY EXCEPTIONS

Summary of Requests

NDDOT seeks reasonable exceptions from the 1-mile requirement for two charging station locations. The exception requests are based on the lack of development within 1 mile of the AFC and the rural context of much of the state. The interstate system roughly traces the old Northern Pacific Railway, resulting in some communities that are immediately off the interstate and others that are a few miles away. North Dakota is one of the least densely populated states, with 11 people per square mile as of the 2020 Census². Given the context, NDDOT seeks exceptions for Hebron/Glen Ullin, Colfax, and Wahpeton.

Table 9. Summary of Requests

| Exception # | Type | Distance of Deviation | Corresponding AFC | Reason for Exception Request |
|-------------|--------------------------------------|-----------------------|-------------------|--|
| 1 | 50 miles apart ✓ 1 mile from exit | 3–4 miles | I-94 | ✓ Grid Capacity Geography Equity Extraordinary Cost |
| 2 | 50 miles apart ✓ 1 mile from exit | 2 miles | I-29 | ✓ Grid Capacity Geography Equity Extraordinary Cost |
| 3 | 50 miles apart ✓ 1 mile from exit | 10 miles | I-29 | ✓ Grid Capacity Geography Equity Extraordinary Cost |

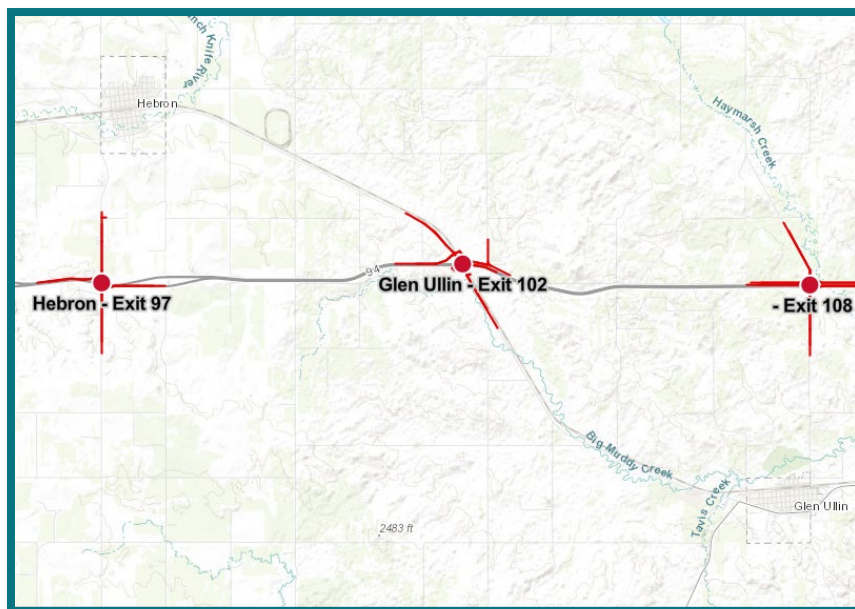
² U.S. Census Bureau. North Dakota State Profile. NORTH DAKOTA: 2020 Census (Accessed August 13, 2024)

Exception 1

NDDOT plans to install a charging station between Taylor (exit 78) and Glen Ullin (exit 108) along AFC I-94 to meet the 50-mile spacing requirements for the NEVI Program. To achieve this result, NDDOT identified a cluster of exits in the area. However, NDDOT did not receive any proposals in the cluster of exits in response to Round 1 of its NOFO.

There are a limited number of potential site hosts within 1 mile of the AFC in the communities of Hebron and Glen Ullin (shown in red in **Figure 6**). Hebron (population 794) is approximately 3 miles north of exit 97, and Glen Ullin (population 732) is approximately 3 miles south of exit 108. Allowing the charging station to be located up to 4 miles from the AFC in Hebron or up to 5 miles from the AFC in Glen Ullin will open more opportunities for high-quality sites. NDDOT seeks a reasonable exception from the 1-mile requirement for this station to allow it to be sited in a more developed area with amenities that will contribute to a more convenient charging experience.

Figure 6. Exits 97 and 108 – Hebron and Glen Ullin



Exception 2

NDDOT plans to install a charging station between exit 26 and Kindred (exit 48) along AFC I-29 to meet the 50-mile spacing requirements for the NEVI Program. To achieve this result, NDDOT identified a cluster of exits in the area. However, NDDOT did not receive any proposals in the cluster of exits in response to Round 1 of its NOFO.

There are a limited number of potential site hosts in the cluster of exits, including a lack of potential site hosts within 1 mile of the AFC in Colfax (shown in red in **Figure 7**). The community of Colfax (population 172) is a little more than 2 miles west of exit 37 and offers amenities such as food, beverages, and restrooms (see **Figure 8**). Allowing the charging station to be located up to 3 miles from the AFC will open more opportunities for high-quality sites. NDDOT seeks a reasonable exception from the 1-mile requirement for this station to allow it to be sited in a more developed area with amenities that will contribute to a more convenient charging experience.

Figure 7. Exit 37 – Colfax

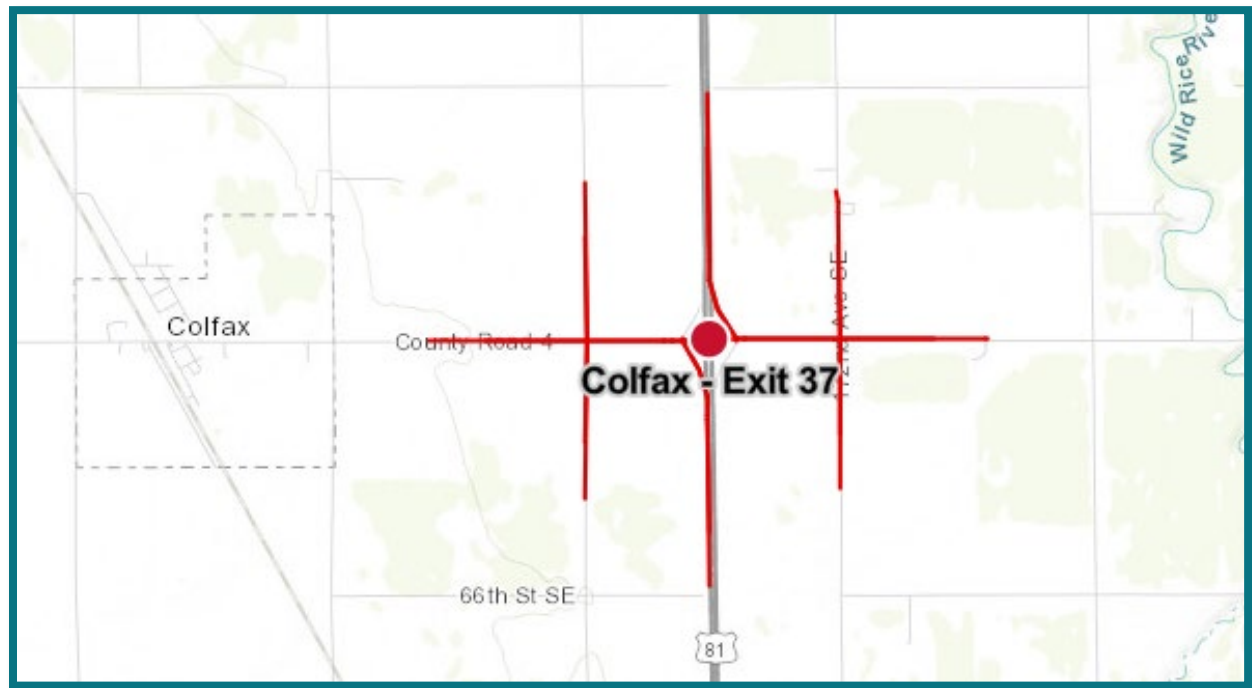


Figure 8. Potential Host Sites – Colfax



Exception 3

As noted previously, NDDOT did not receive proposals in the cluster of exits between exit 26 and Kindred (exit 48) along AFC I-29 in response to Round 1 of its NOFO. In addition to seeking an exception for exit 37 in Colfax, NDDOT seeks an exception from the 1-mile requirement for the community of Wahpeton.

There are a limited number of potential site hosts in the cluster of exits between exit 26 and Kindred (exit 48) along AFC I-29. In fact, the stretch of I-29 from the southern border of North Dakota to Fargo is one of the most rural parts of the country. The community of Wahpeton is 11 miles east of exit 23 (just south of exit 26) and offers amenities such as food, beverages, and restrooms (see **Figure 9**). Wahpeton (population 8,007) is approximately 34 miles from the southernmost exit on I-29 and approximately 50 miles from Fargo.

In addition to allowing a reasonable exception to the 1-mile requirement at exit 37 in Colfax, allowing the charging station to be located up to 11 miles from the AFC in Wahpeton will open more opportunities for high-quality sites.

NDDOT aims to fully build out the AFC network in North Dakota in the second round of procurement, and a station in Wahpeton could be a valuable component of the statewide EV fast charger network. It would also support regional connectivity in the EV fast charger network between North Dakota and Minnesota. Fergus Falls, Minnesota is approximately 27 miles east of Wahpeton and is anticipated to receive a charging station through the Minnesota Department of Transportation's second round of NEVI grants. Given the high volume of traffic traveling from Fergus Falls through Wahpeton into North Dakota, it is likely that EV drivers will use this route for long-distance travel and would benefit from fast chargers.

Figure 9. Exit 23 and Wahpeton, Including Existing Fueling Stations



APPENDIX A: SUPPORTING MATERIALS

Virtual Networking Event Attendees

May 16, 2024

Table A1. Virtual Networking Event Attendance

| First Name | Last Name | Organization/Company Representing |
|------------|----------------|---|
| Jeremy | Barth | Tri Energy Cooperative |
| Bradley | Wangler | Rugby Electric LLC |
| Patty | De Llano | BTC Power |
| Richard | Trebtoske | Pump and Meter Service, Inc. |
| Hong | Zhang Durandal | Energy Hunters Inc |
| Maurice | Redday III | Dakota Magic Casino & Hotel |
| John | Diem | ZEF Energy, LLC |
| Beth | Kallestad | MnDOT |
| Peg | Sherven | Sherven's, Wahpeton, ND |
| Ryan | Warner | Lightspring |
| Paul | Jensen | Green Way Energy LLC |
| Keith | Needham | Red Roost Motel |
| Taite | Heinz | H&H Enterprises, Inc. dba Coffee Cup Travel Plazas |
| Weston | Quinn | Dakota Magic Casino |
| Jessie | Hensley | PowerUp America |
| Heather | Betts | American Lung Association/North Dakota Clean Cities |
| Corey | Fanta | Fanta-C Auto |
| David | George | PowerFlex |
| Larry | Oswald | Montana-Dakota Utilities Co |

REC Conference: Cooperatives Registered to Attend

December 6–8, 2023

Table A2. REC Conference: Cooperatives Registered to Attend

| Cooperatives Registered to Attend |
|-----------------------------------|
| Capital Electric |
| Cass County Electric |
| Dakota Valley Electric |
| Innovative Energy Alliance |
| Lower Yellowstone REC |
| Minnkota Power |
| McKenzie Electric |
| McLean Electric |
| Mor-Gran-Sou Electric |
| Mountain Plains, LLC |
| Mountrail-Williams Electric |
| North Central Electric |
| Northern Plains Electric |
| Verendrye Electric |