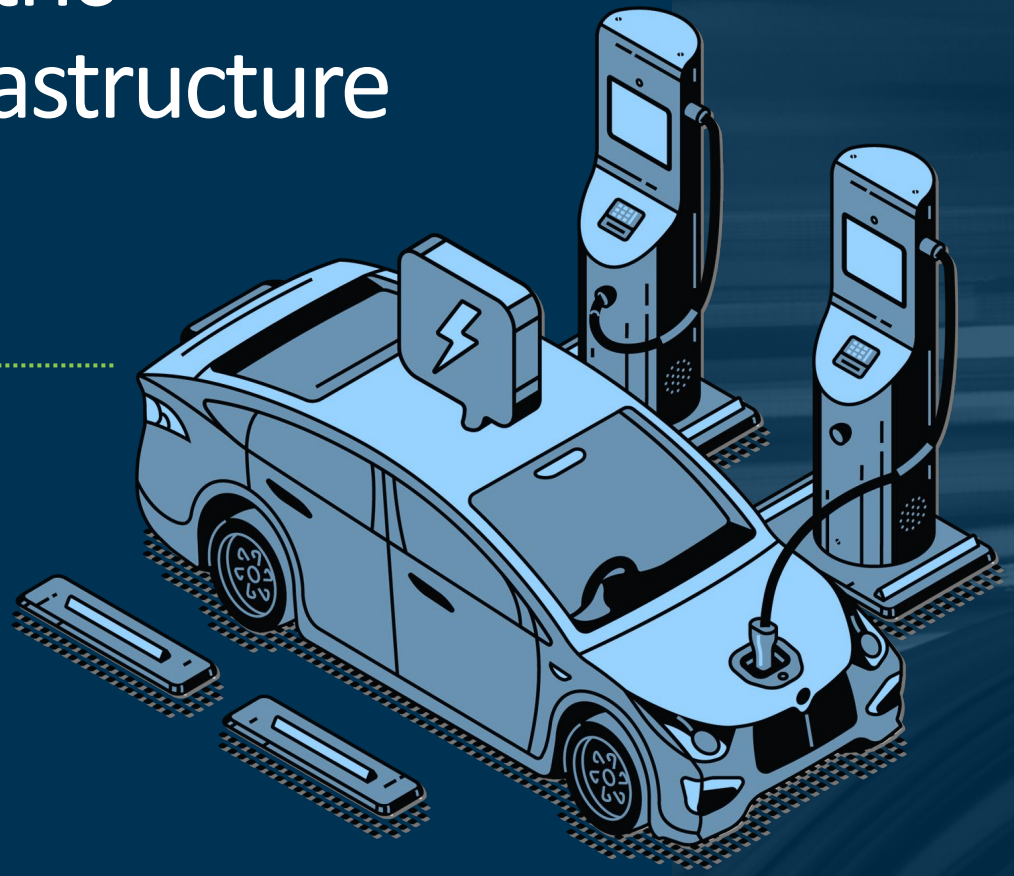
INDOT Electric Vehicle Infrastructure Plan



DRAFT
Virtual Review

July 13, 2022

Introductions

- Scott Manning, INDOT
  - Deputy Chief of Staff
- Diane Newton, HNTB
  - National Practice Consultant
- Peter Flynn, HNTB
  - Senior Project Engineer
- Kerri Garvin, Greater Indiana Clean Cities Incorporated
  - Executive Director

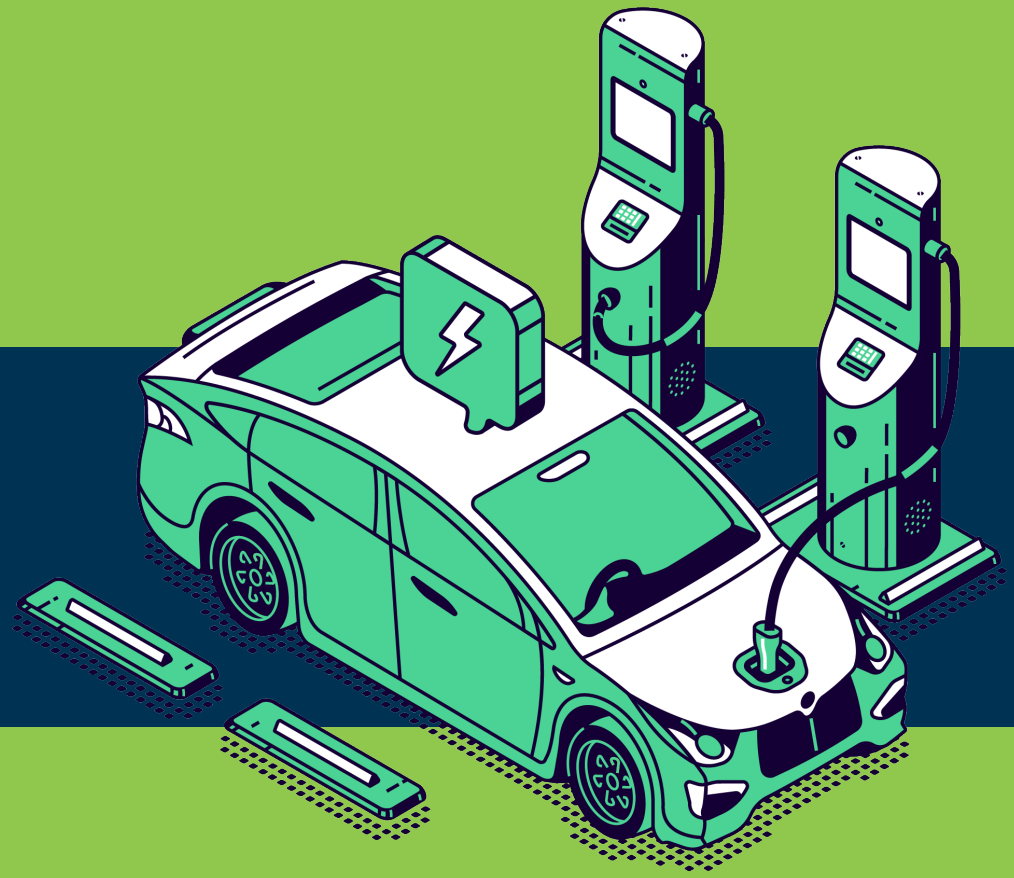
Today's Agenda

- Introductions
- Plan Overview and Introduction
- Review by Section
- Questions and Comments

Plan Overview

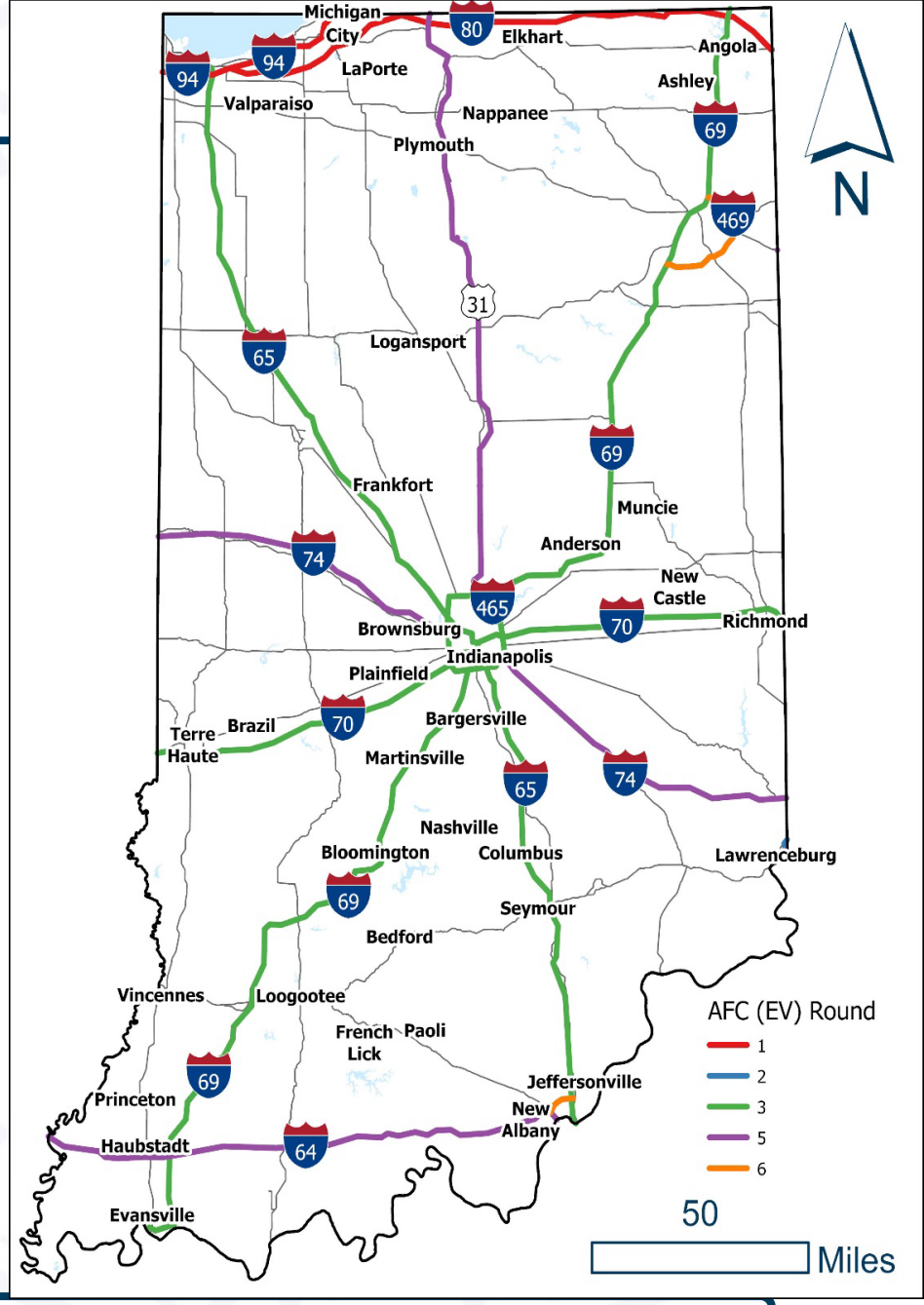
Chapter	Title
1	Introduction
2	State Agency Coordination
3	Public Engagement
4	Plan Vision and Goals
5	Contracting
6	Existing and Future Condition Analysis
7	EV Charging Infrastructure Deployment
8	Implementation
9	Civil Rights
10	Equity Considerations
11	Labor and Workforce Considerations
12	Cybersecurity
13	Program Evaluation
14	Discretionary Exceptions

1. Introduction



1. Introduction

- NEVI Program Overview and Goals:
  - 2021 Bipartisan Infrastructure Law (BIL)
  - Goal: create nationwide network of 500,000 EV chargers by 2030
  - Funding:
    - $7.5B ($5B formula, $2.5B discretionary) over 5 years
    - Indiana = $99,605,738
- Approach:
  - Existing research
  - Stakeholder engagement
  - Plan development and review
- Key Requirements:
  - Every 50 miles along State's interstate highway system, within 1 mile of the Interstate
  - EV charging infrastructure must include at least four 150KW Direct Current (DC) Fast Chargers
  - Rest areas are not eligible locations
  - States are allowed to contract with private entities for installation, operations and maintenance

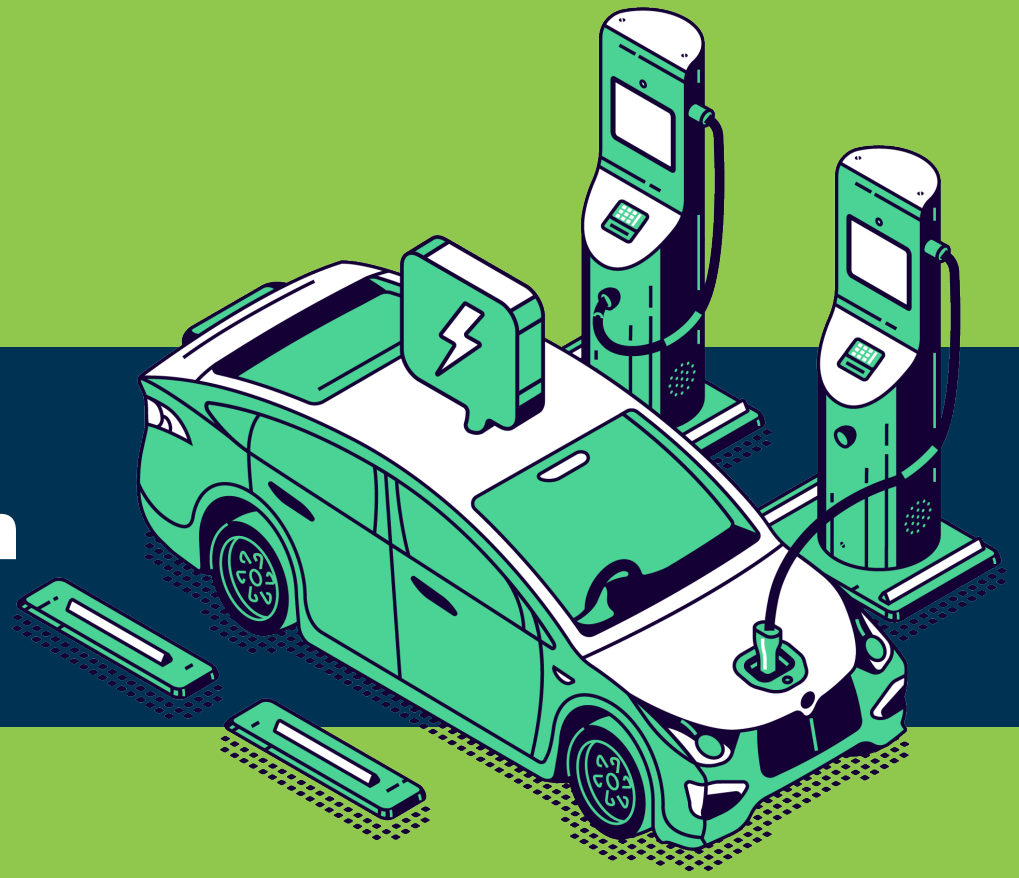


1. Introduction

KEY IMPLEMENTATION DATES

- Phase 1: Develop contracting plan
  - October 1, 2022 – September 30, 2023
- Phase 2: Implement stations in high demand areas
  - Procurement: Q3 2023 to Q2 2024
  - Implementation: Q4 2024 to Q2 2025
- Phase 3: Implement stations in other priority areas:
  - Procurement: Q3 2024 to Q2 2025
  - Implementation: Q2 2025 to Q2 2026
- Additional phases as needed

2. State Agency Coordination



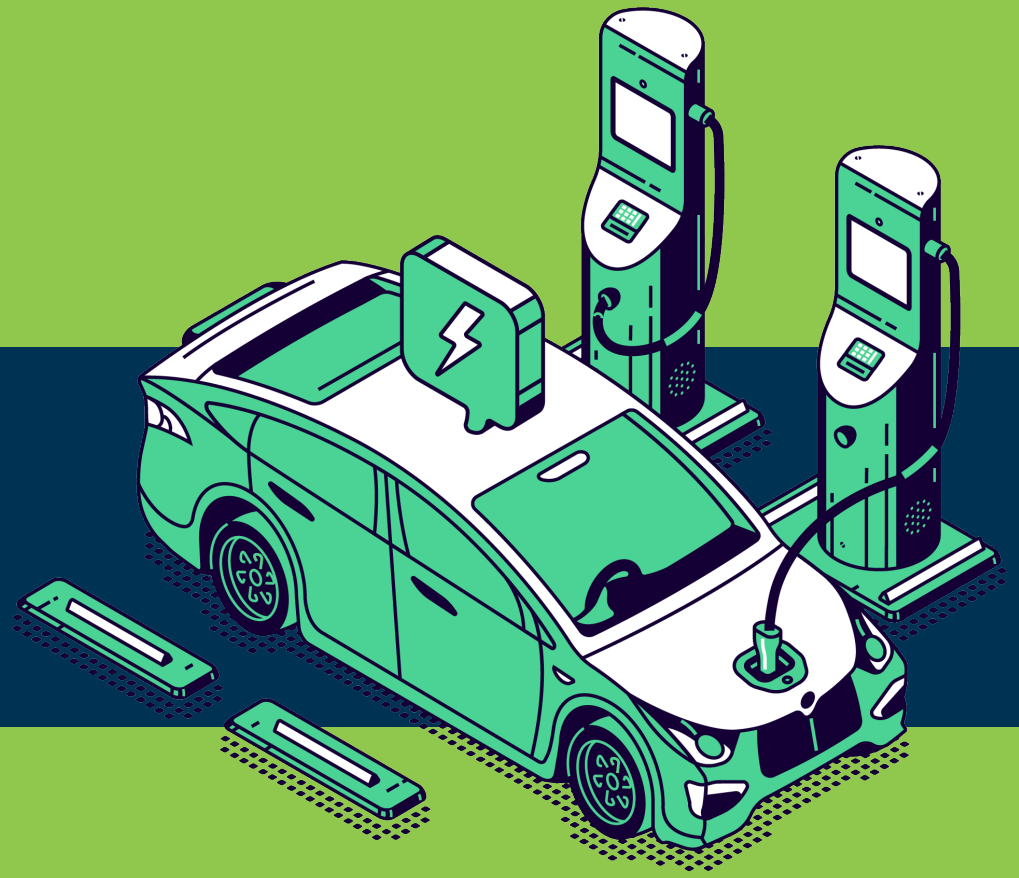
2. State Agency Coordination

- Internal

- External

- REV Midwest States:
  - Minnesota
  - Wisconsin
  - Illinois
  - Michigan

3. Public Engagement



3. Public Engagement

- Gain insight: into market motivations that drive investment and activity into EV charging.
- Gauge the level of interest: in funding opportunities, participation, and engagement with other federal funding sources.
- Identify key planning considerations: for EV charging buildout.
- Identify gaps: gauging which communities are likely to be underserved, as outlined by the Justice40 Initiative.
- Assess readiness: where are we at today and where do we need to go to successfully implement EV charging programs.
- Define success: Gain insight into metrics and performance monitoring techniques.
- Clarity on INDOT's role: how can we support implementation?
- Identify unknowns: determine other considerations INDOT should be aware of.

3. Public Engagement

- General Public:
  - Community-based organizations
  - Grassroots EV chapters
  - Underserved/underrepresented communities
- Government:
  - State agencies
  - General Assembly
  - Metropolitan planning organizations
  - Municipal and county governments
  - Public transit organizations
  - EV Product Commission
  - 21st Century Energy Task Force
  - REV Midwest member states
- Labor Organizations
- Private Sector:
  - Charging providers
  - Original equipment manufacturers
  - Infrastructure and energy alternatives
- Consumer- and Investor-Owned Utilities
- Freight and Logistics
- Academia

3. Public Engagement

KEY ACTIVITIES AND SCHEDULE

- Request for Information (closed April 29)
- AFC nominations (submitted May 2)
- Virtual open house (May 11)
  - Slides: https://www.in.gov/indot/files/INDOT-NEVI-Virtual-Open-House_Final_V2.pdf
- Public Survey (closed May 27):
  - Over 2,000 responses received
- Utility questionnaire (INDOT and OED) (closed June 8)
- In person meetings:
  - June 2: Northern Indiana
  - June 9: Central Indiana
  - June 14: Southern Indiana
- One on one meetings (March 2022 to present)
- Virtual public walkthrough (July 13)

3. Scope of Engagement (Who)

36 Organizations

3. Public Engagement

RFI SUMMARY OF FEEDBACK

- Federal funding, sustainability, decarbonization goals and OEM production drive interest
- NEVI funding is viewed as a key accelerator
- Partnering and coordination is highly desired
- Prioritizing EV build-out at locations and counties with higher EV adoption and areas adjacent to designated AFCs.
- Public sector should support scaling charging infrastructure for rural and underserved locations
- Data gaps and supply chain issues identified as challenges
- Environmental and social metrics as performance measures
- Desire for INDOT to provide leadership and program management
- EV charging viewed as an economic enabler
- https://www.in.gov/indot/files/INDOT-NEVI-RFI-Outcomes-Report.pdf

3. Public Engagement (Public Surveys)

- **Responses by Stakeholder Type**
  - General Public – 78.6%
  - Government – 9.4%
  - Consumer- or Investor-Owned Utility – 2.9%
  - Private Sector – 2.4%
  - Academia – 1.4%
  - Freight and Logistics – 1.1%
  - Did Not Respond – 1%
  - Labor Organization - .8%
  - Media - .04%

- **Barriers to EV adoption:**
  - Availability of charging stations in the community
  - Purchase price of EVs
  - Range of EVs currently available

- **Suggestions to overcome barriers**
  - Expanding the number and accessibility of charging stations in Indiana
  - Expanding tax breaks, subsidies, and incentives
  - Encouraging more affordable and efficient charging stations and electric vehicles
  - Increased outreach and education to the public
  - Reducing the registration fee for electric vehicles in Indiana

3. Public Engagement (Public Surveys)

- **Key Amenities Sought**
  - 24-hour access
  - Safety
  - Lighting
  - Restrooms

- **Prioritization**
  - Addressing gaps in the existing charging network
  - Total traffic volumes
  - EV traffic volumes
  - Increasing EV charging in rural Indiana

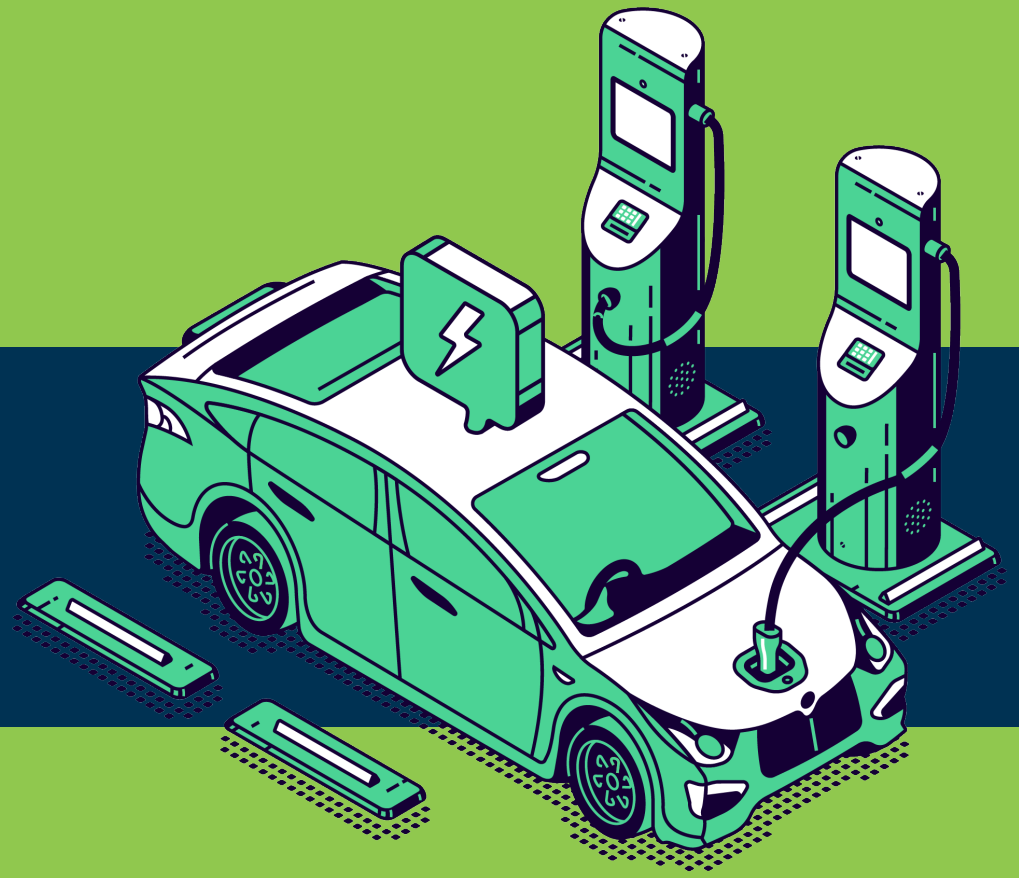
Public Engagement (In-Person Meetings)

Meeting	Attendees	Summary of Feedback
Northern Indiana (Plymouth) **6/2/22**	30 attendees representing the following stakeholders: - Private Sector 33% - Labor Organizations 27% - Utility Groups 17% - Government 13% - Freight and Logistics 7% - General Public 3%	- Insight into the accuracy of existing charging location in the region - Utility company input and comment - Electrical worker union input and follow up - MPO inquiry around additional AFC nominations
Central Indiana (Indianapolis) **6/9/22**	37 attendees representing the following stakeholders: - Private Sector 45% - General Public 22% - Government 14% - Utility 8% - Labor Organizations 5% - Freight and Logistics 3% - Academia 3%	- Input and feedback on engagement approach - Equity considerations
Southern Indiana (Seymour) **6/14/22**	35 attendees representing the following stakeholders: - Private Sector 35% - Government 31% - Utility Groups 20% - General Public 11% - Freight and Logistics 3%	- Interest and availability from local communities to participate in site selection, and EVSE installation, operations, and maintenance (strong number of attendees from local communities) - Site selection and interest in procurement efforts (private sector) - Utility concerns around power availability and

Continued Engagement

- Draft plan posted for public comment on July 20, 2022
- Request one-on-one meeting with INDOT
  - ~70 meetings held to date
- Comment on INDOT NEVI Program Webpage
- **COMING SOON:**
  - Join INDOT's EV Registry for interested stakeholders: communities, vendors, engineering firms, utilities, etc.

4. Plan Vision and Goals



4. Plan Vision and Goals

- Vision:
  - Collaboratively plan, build, and maintain safe and innovative EV infrastructure that enhances quality of life, drives economic growth, and facilitates the movement of people and goods
- Priorities:
  - Resolve 50-mile gaps on alternative fuel corridors
  - Provide service in high demand areas, exceeding requirements when warranted
  - Provide service in disadvantaged communities and rural areas
  - Leverage existing access to utility service

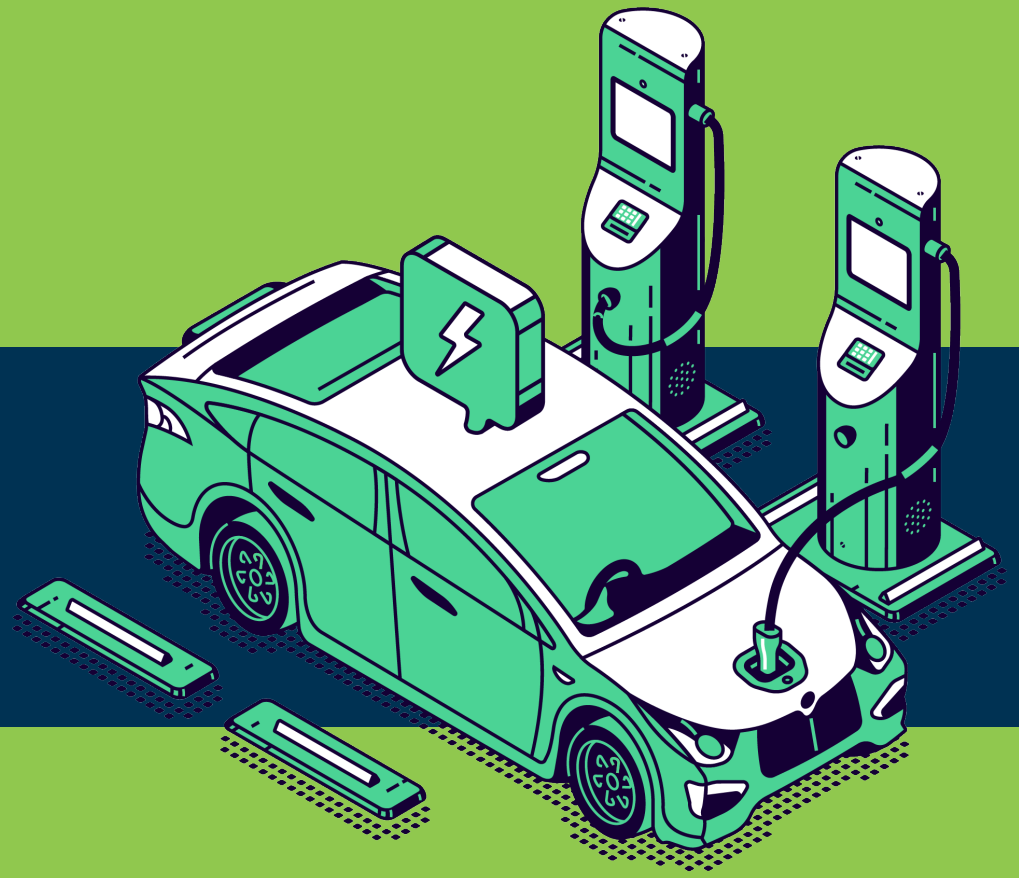
4. Plan Vision and Goals

- Deliver great service. *Collaborate and communicate with internal and external stakeholders regarding EV infrastructure deployment.*
- Enhance Indiana's economic competitiveness and quality of life. *Eliminate range anxiety for EV travel.*
- Execute a 20-year road and bridge plan. *Deliver the EV plan to provide a robust, reliable and sustainable charging network.*
- Develop INDOT's 21st century workforce. *Enable the private sector to ensure continued operation of EV charging infrastructure funded by NEVI and reduce the need for future public funding.*

4. Plan Vision and Goals

Performance Measure	Target
Percent of Alternative Fuel Corridors miles that are within 50 miles of a charging station	100%
Percent of Indiana's population that is within X miles of a charging station	100%
Number of sites implemented	TBD
Number of ports implemented	TBD
Percent of time at least one port is available at all sites	TBD

5. Contracting



5. Contracting Overview

- Strategy:
  - Competitive procurement process
  - Incremental release of RFPs
  - Multiple sites in each release
- Assumptions:
  - 20% match - leverage private sector contributions
  - INDOT will not operate or maintain
  - 5-year minimum O&M

2022-2023

Prioritization of preliminary sites

2023-2024

Procurement of Phase 1 sites

2024-2025

1. Implementation of Phase 1 sites
2. Procurement of Phase 2 sites

2025 -2027

1. Implementation of Phase 2 sites
2. Procurement for Phase 3
3. Full build out of AFCs

NOTE: TIMEFRAME IS APPROXIMATE

5. Contracting (Contract Management)

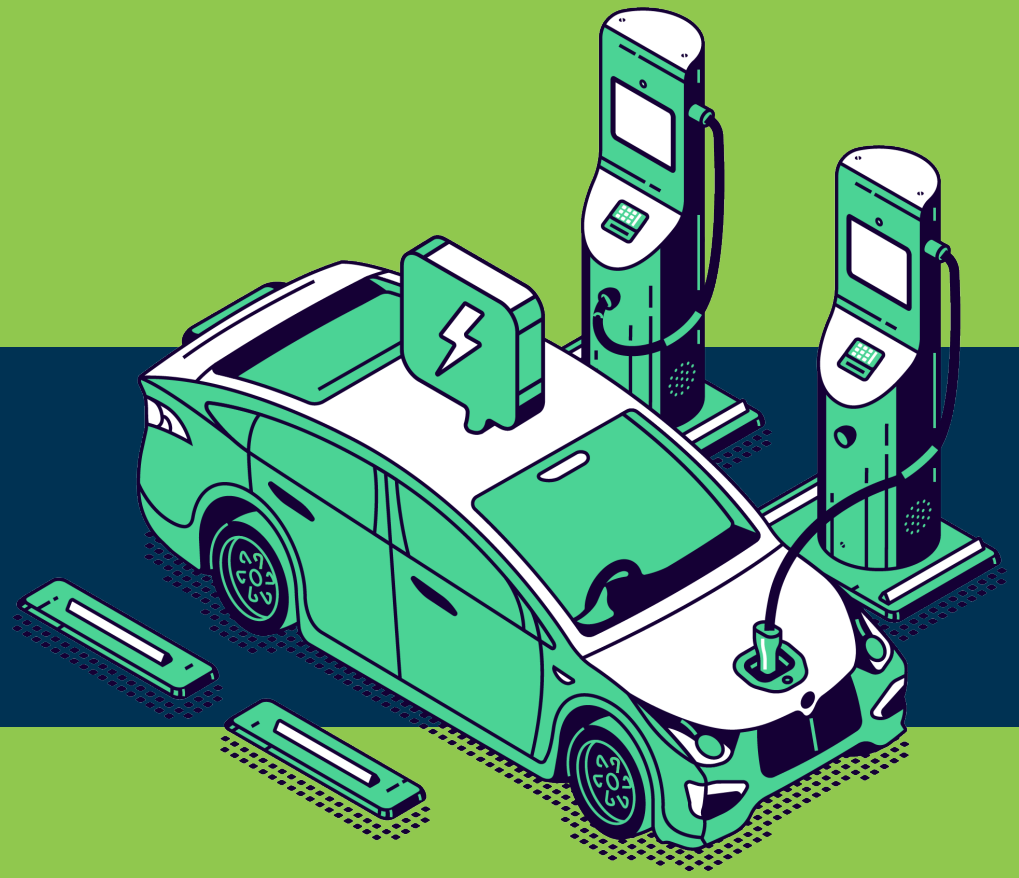
GENERAL SCOPE FOR INSTALLATION, OPERATIONS AND MAINTENANCE:

- All equipment and services including EVSE (hardware and software, network – including security and cybersecurity), installation, and operations and maintenance (O&M)
- Final site selection and site host agreements/right of way (ROW)
- Final site design
- On-site utility coordination (from site to EVSE)
- Installation, construction (including environmental permitting, if necessary)
- Testing
- 5-years term for O&M with INDOT defined performance and reporting requirements

POTENTIAL CONTRACTING MECHANISMS

- Milestone based payments
- Potential utilization of:
  - Incentives
  - Penalties
- Performance measurement/data collection requirements with regular reporting
- Minimum O&M requirements, such as:
  - Site access (24x7 the minimum)
  - Preferred charging fee structure
  - Equitable payment options
  - 97% uptime
  - Minimum response time for intermittent/unplanned repairs
  - Warranty period
  - Equipment cleaning
- Labor and workforce considerations
- Voluntary engagement of the communities (both businesses and residents)

6. Existing Conditions



6. Existing Conditions (Contents)

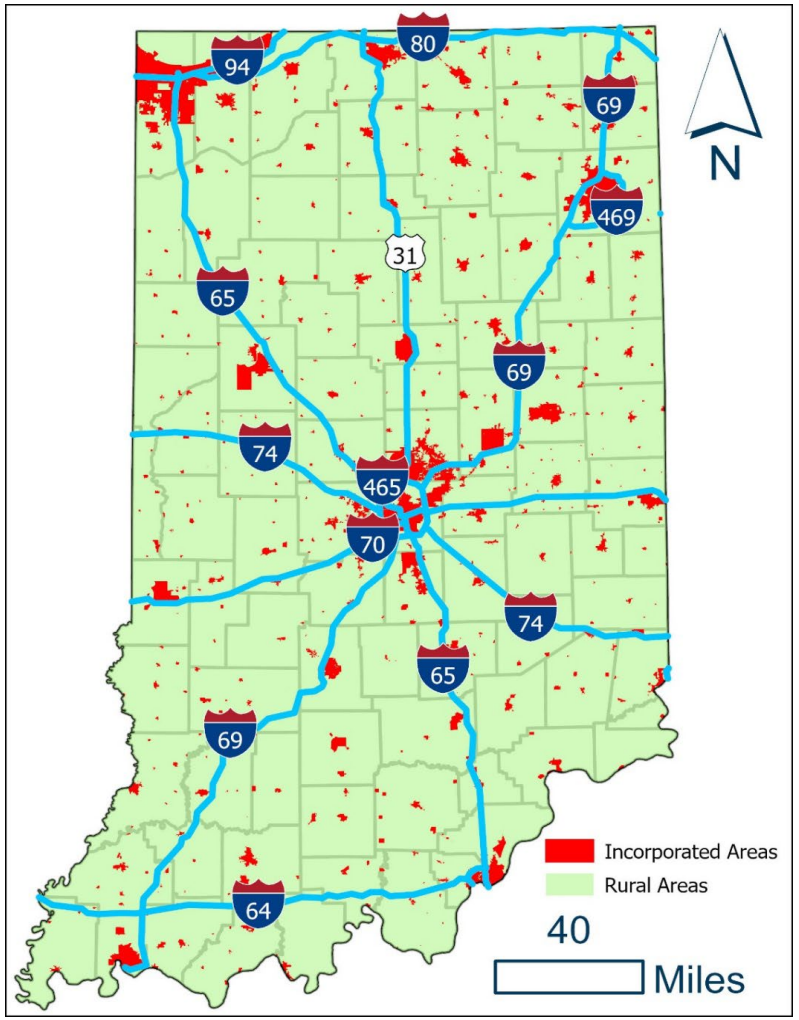
- 6.1: State Geography, Climate and Terrain
- 6.2: Land Use
- 6.3: EV Market Conditions
  - EV Ownership and Availability
  - Grid Capacity
  - Electric Utilities
- 6.4: State Travel Patterns:
  - Passenger
  - Freight
  - Public Transportation
- 6.5: Existing EV Charging Infrastructure

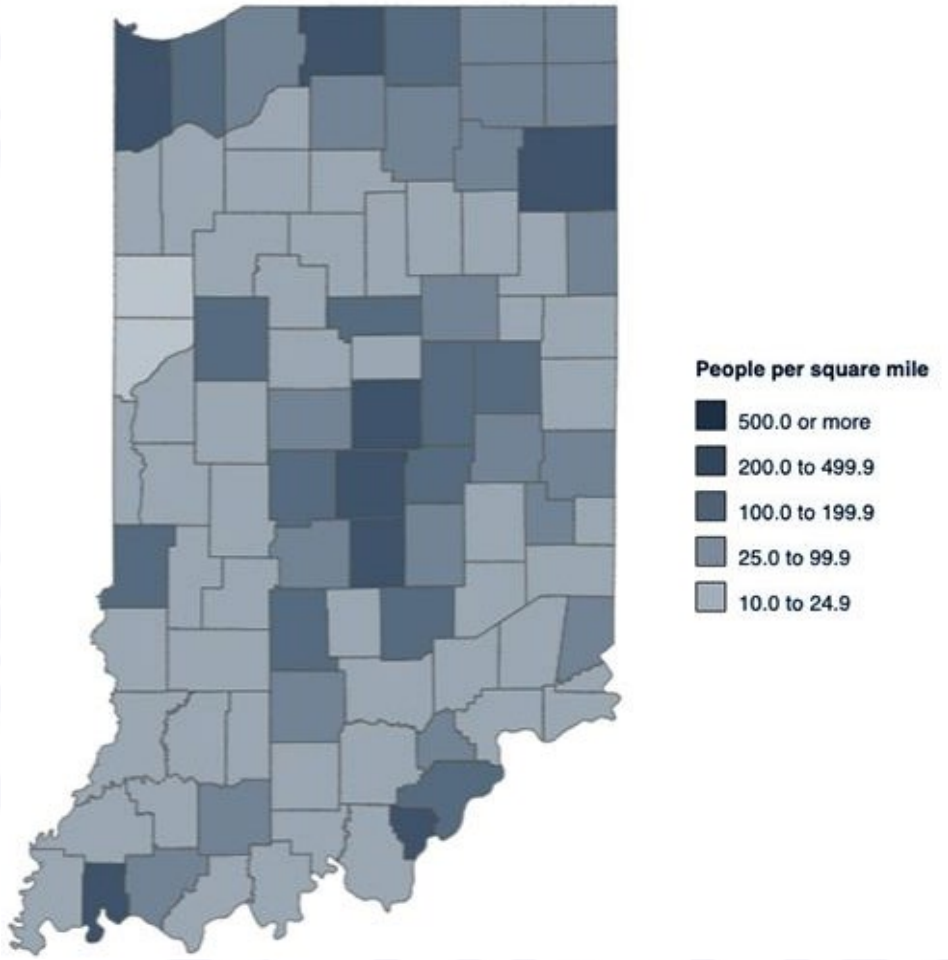
6.1 Geography, Terrain and Climate

- Geography and Terrain
  - Relatively low elevation
  - More interstate highways than any other state
  - Indiana's terrain does not impede or create a challenging environment for general passenger vehicle transportation or EV operations, as both passengers and freight travel freely through and around the state year-round.
- Climate:
  - Varies by region and can fluctuate from 0 to 100 degrees Fahrenheit, although extreme temperatures are typically only for short periods
  - Indianapolis, near the center of the state, averages 28 degrees in January and 72 degrees in July.
  - Approximately 43 inches of rain and 22 inches of snow per year.
  - Indiana's relatively mild climate conditions are welcoming for EV.
  - Weather could be a factor for short periods during winter since cold temperatures affect battery life and range.

6.2 Land Use

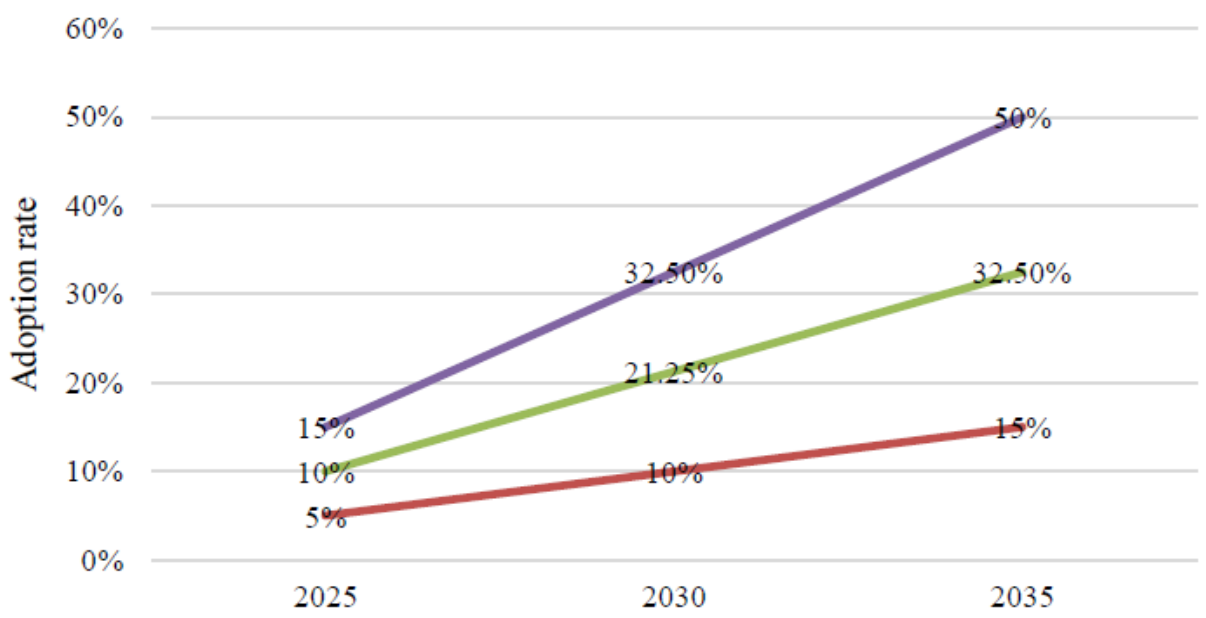
- 22% Rural (46 of 92 counties)
- Population centers align with incorporated areas
- Population grown of 660,000 expected by 2050

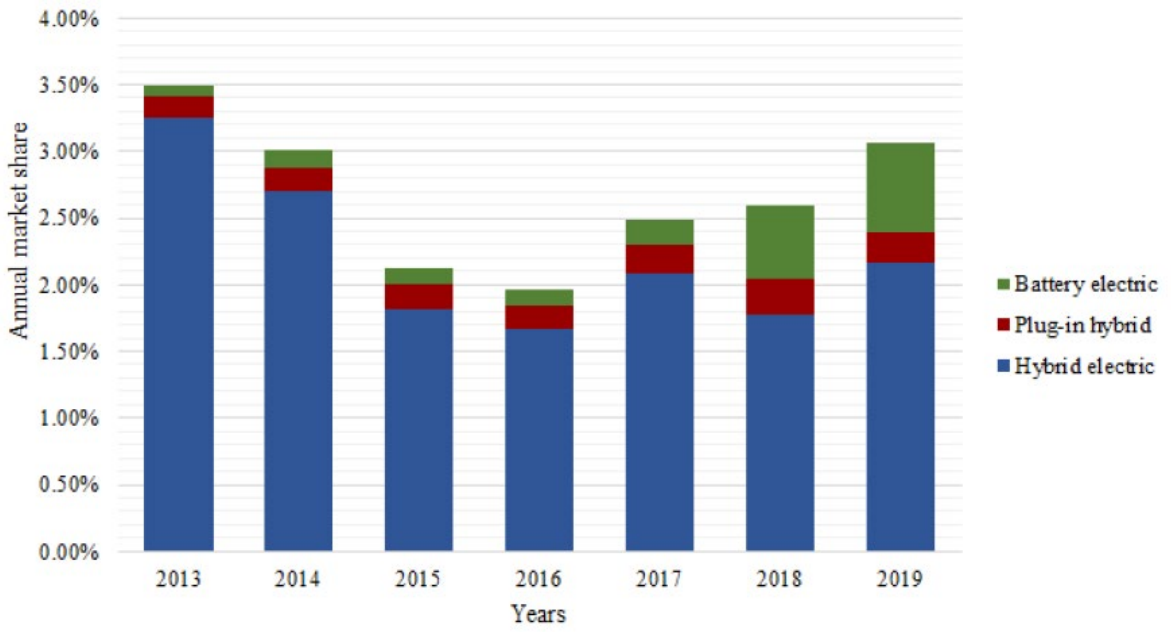




6.3 EV Market Conditions

- Percentage of registered vehicles that are electric: 0.11%
- Total registered EVs: 6,990 (#25 state overall)
- Number of statewide charging stations: 354 (#29 overall)
- Number of charging ports per 100 EVs: 13.6 (#38 overall)
- Registration fees:
  - $150 annual fee for EVs;
  - $50 for hybrids and PHEVs.

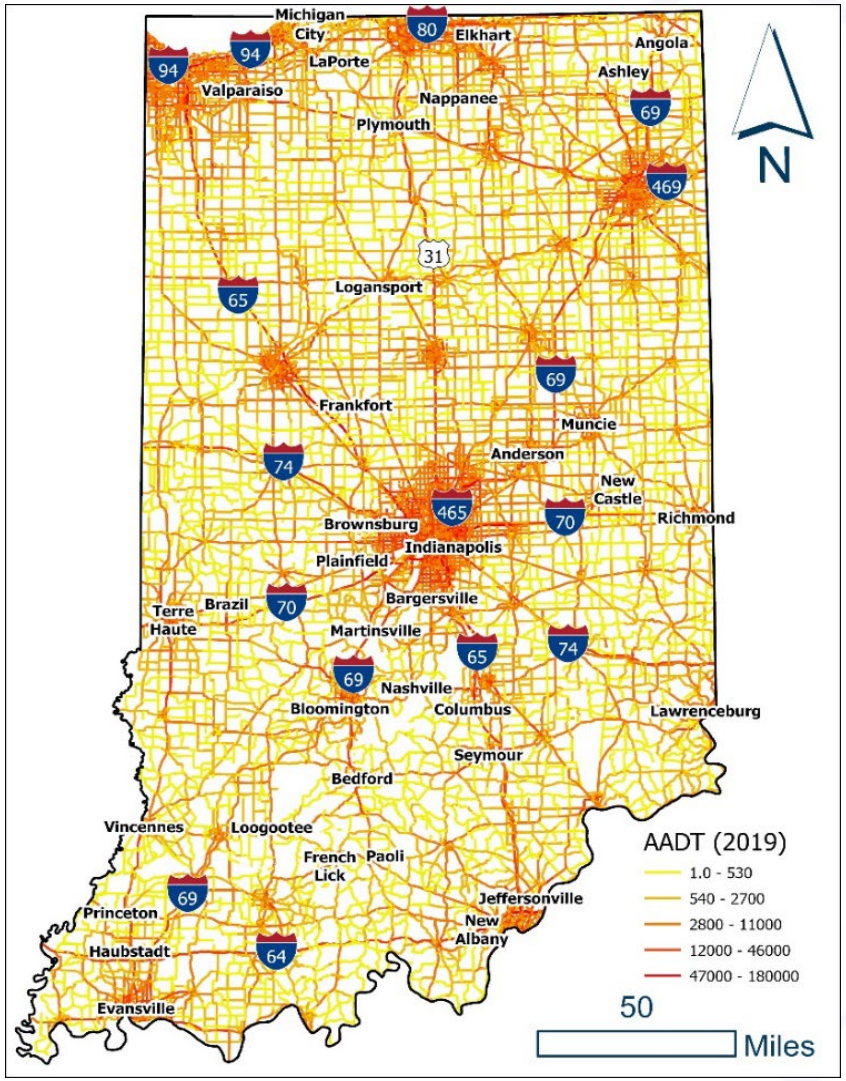


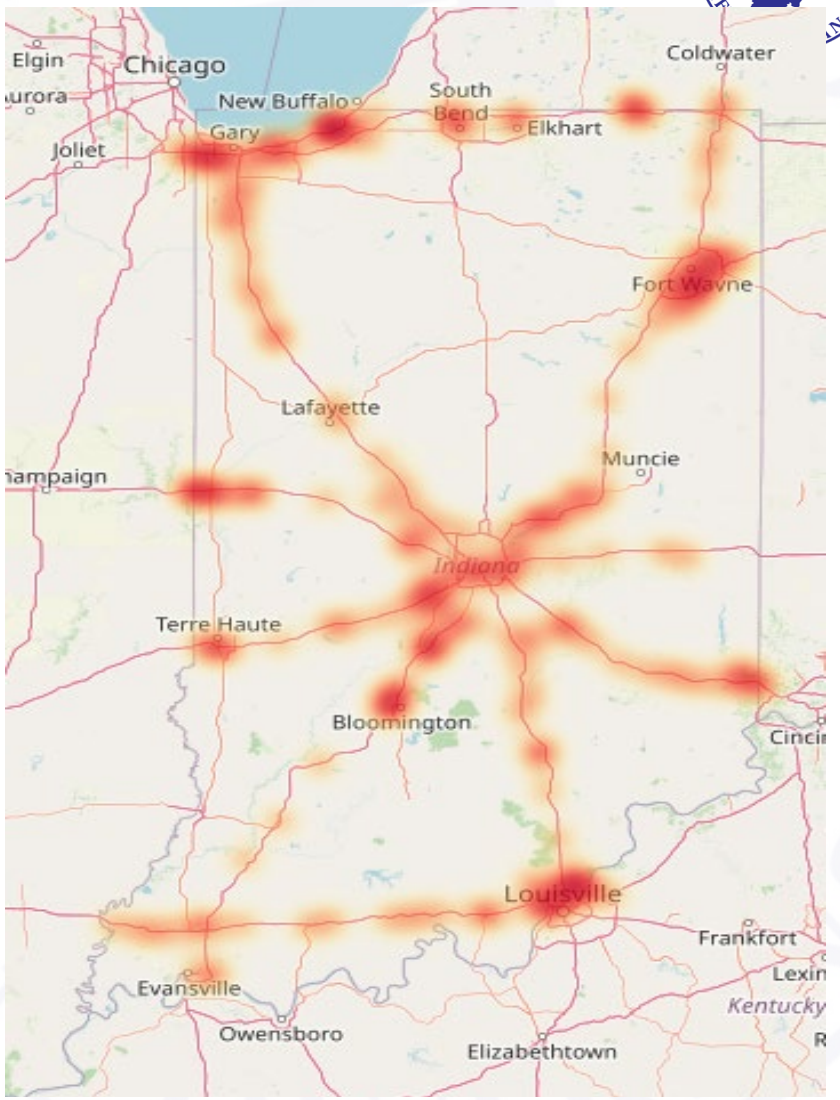


6.3 EV Market Conditions

- Grid Capacity:
  - No need current need for major grid updates
  - Close collaboration between utility companies and the public sector is crucial
  - Commercial fleet electrification may be biggest driver of future grid needs
  - Grid management is high priority as EV adoption increases
  - EVs should become a grid asset:
    - Vehicle-to-grid (V2G)
    - On-site energy generation and storage
  - Renewable energy should be an integral part of the transportation electrification process
- Electric Utilities:
  - Potential for match contributions
  - Verified need for early and frequent engagement
  - NEVI-compliant infrastructure likely to require some investment from utilities
  - Opportunities for implementing and managing load balancing are being explored:
    - Off-peak charging
    - Metering
  - Utilities are leading resiliency efforts across the state:
    - Grid modernization
    - Battery storage

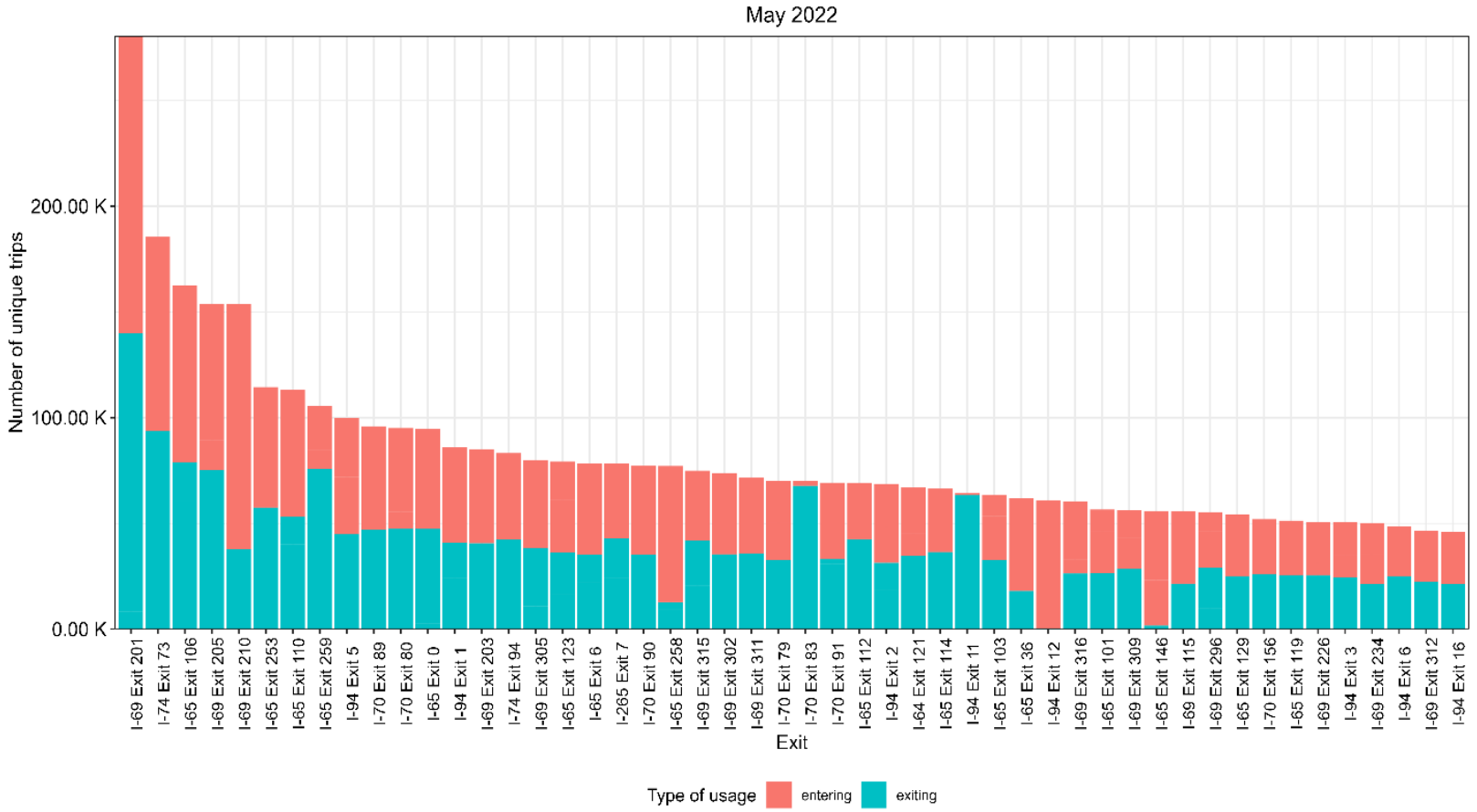
6.4 State Travel Patterns





6.4 State Travel Patterns

- Number of trips and dwell sessions by AFC



- Number of trips and dwell sessions by AFC

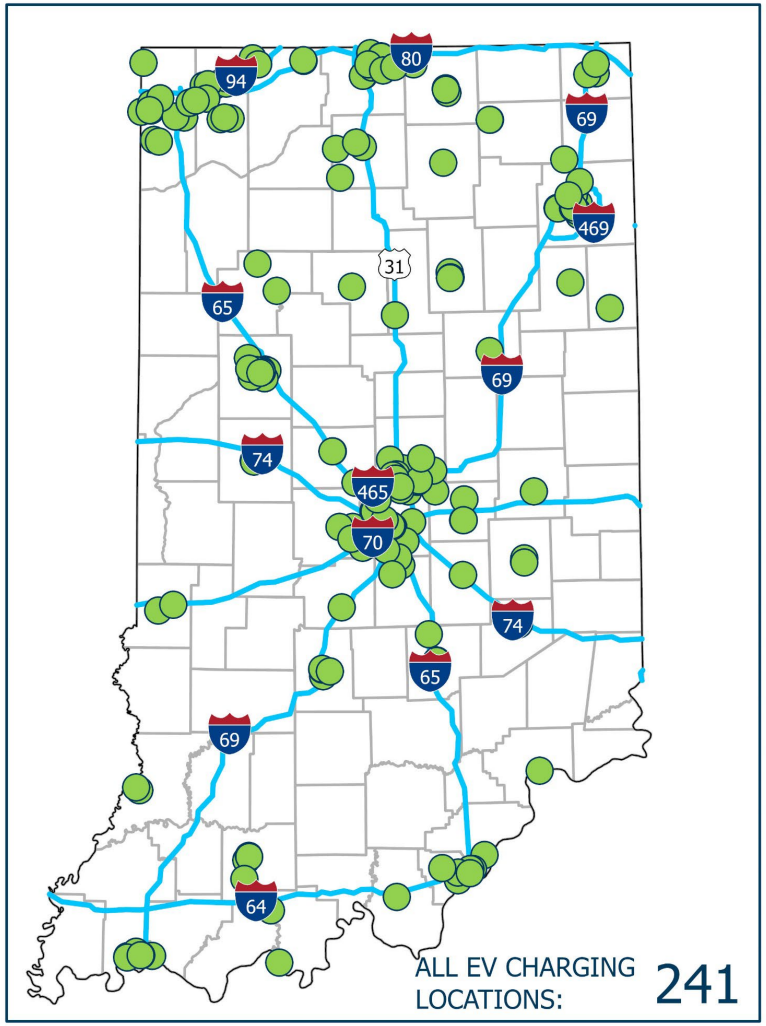
Interstate Route	Unique Sampled Trips Utilizing Exits	Dwell Sessions (5mins – 3hrs)
I-64	291,692	1,408
I-65	2,427,481	337
I-69	2,224,051	567
I-70	1,053,975	1,230
I-74	647,349	118
I-90	196,714	248
I-94	817,671	3,743
I-265	240,577	357
I-469	213,963	244

6.4 State Travel Patterns

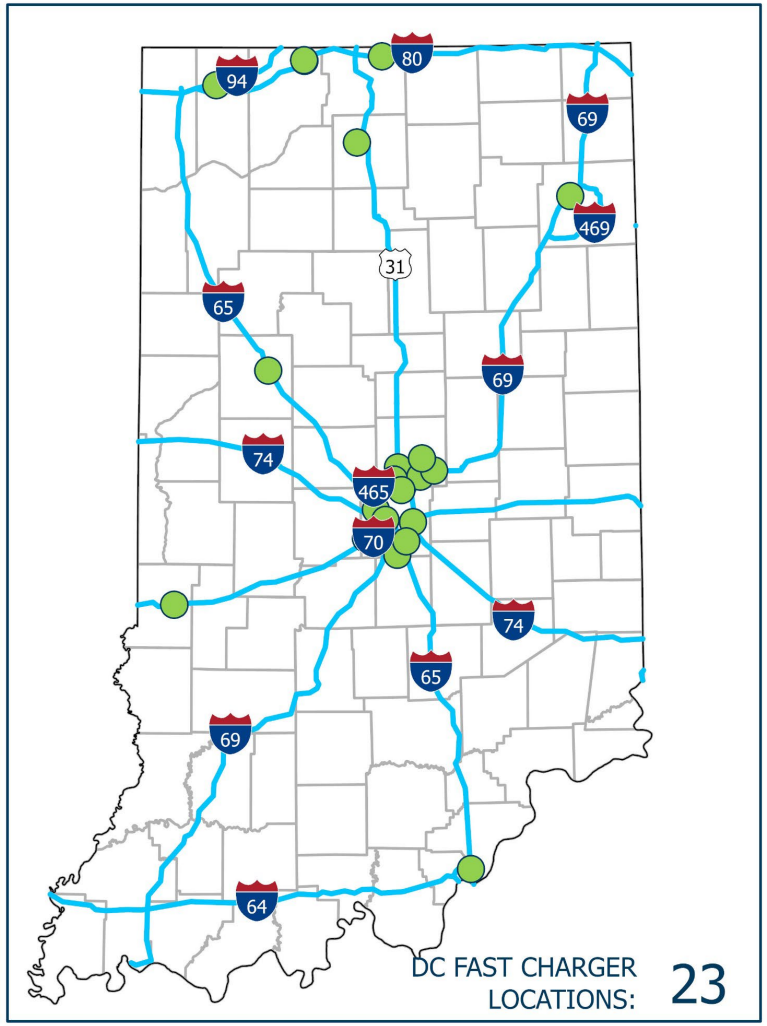
- **Public Transportation:**
  - Deployment Highlights:
    - Transit:
      - IndyGO
      - Bloomington Transit
    - Airport
    - Police
      - Bargersville
      - Carmel
  - EV Considerations:
    - Some municipalities cited a need for charging infrastructure locally for their bus fleets
    - Level 2 chargers at residential and workplace locations
    - Public transportation is factor in final selection in terms of identifying optimal locations

- **Freight:**
  - Key Statistics:
    - First in the U.S. with 13 pass-through interstates.
    - 75% of U.S. and Canadian populations live within a day's truck trip of Indiana.
    - 79 billion vehicle miles traveled
    - By 2035, freight traffic is expected to increase substantially on state routes and U.S. highways with growth along key freight corridors in the state.
  - EV Considerations:
    - Proximity to freight related infrastructure
    - Gathering and prioritizing the needs of HDV charging (such as turning radius, truck parking, amenities for fleet operators) in preliminary charging station design.
    - Higher power DC Fast Charging
    - Incentive programs that accommodate CVs
    - Utility-related considerations , including:
      - Prioritizing DER and DERMS (Distributed Energy Resource Management System) installation requirements to support local utility grid resiliency and reliability.
      - EV charging policies that support commercial vehicle needs
      - Prioritizing utility upgrades

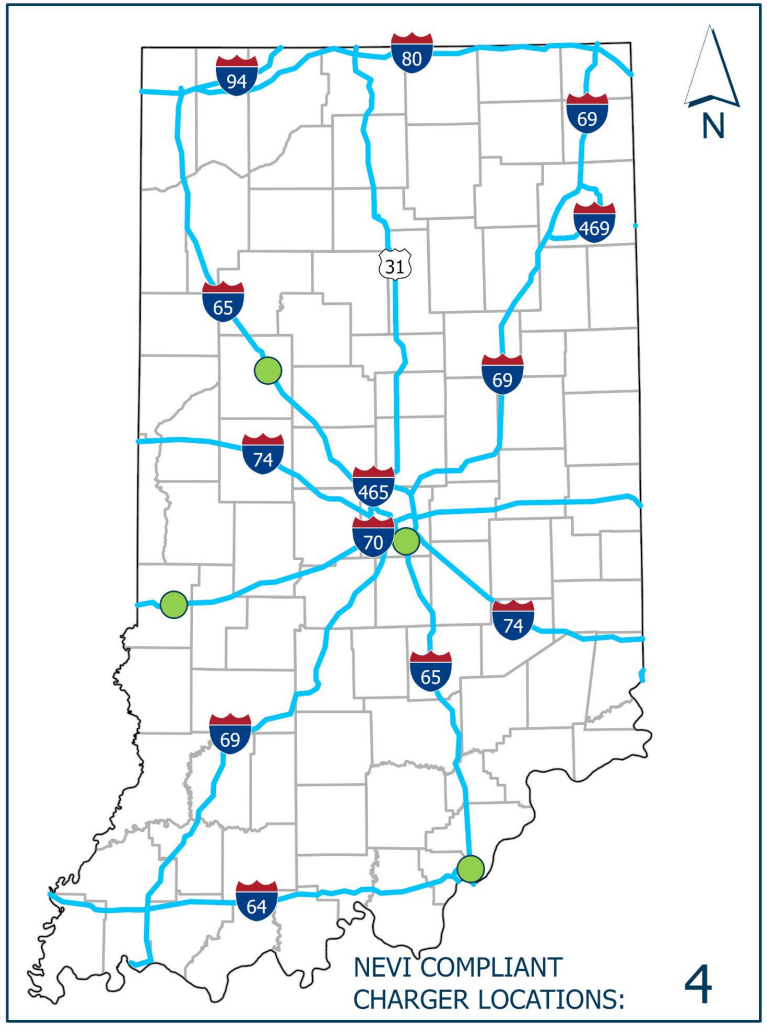
6.5 Existing Conditions (AFCs and Charging Infrastructure)



ALL EV CHARGING LOCATIONS: 241

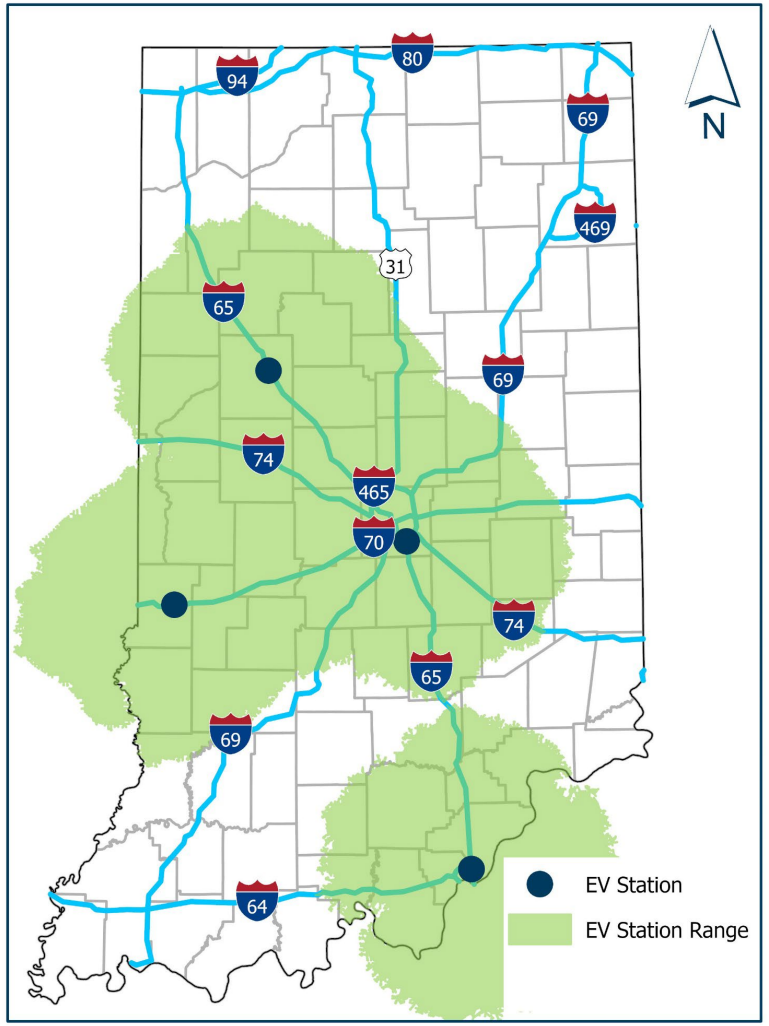


DC FAST CHARGER LOCATIONS: 23



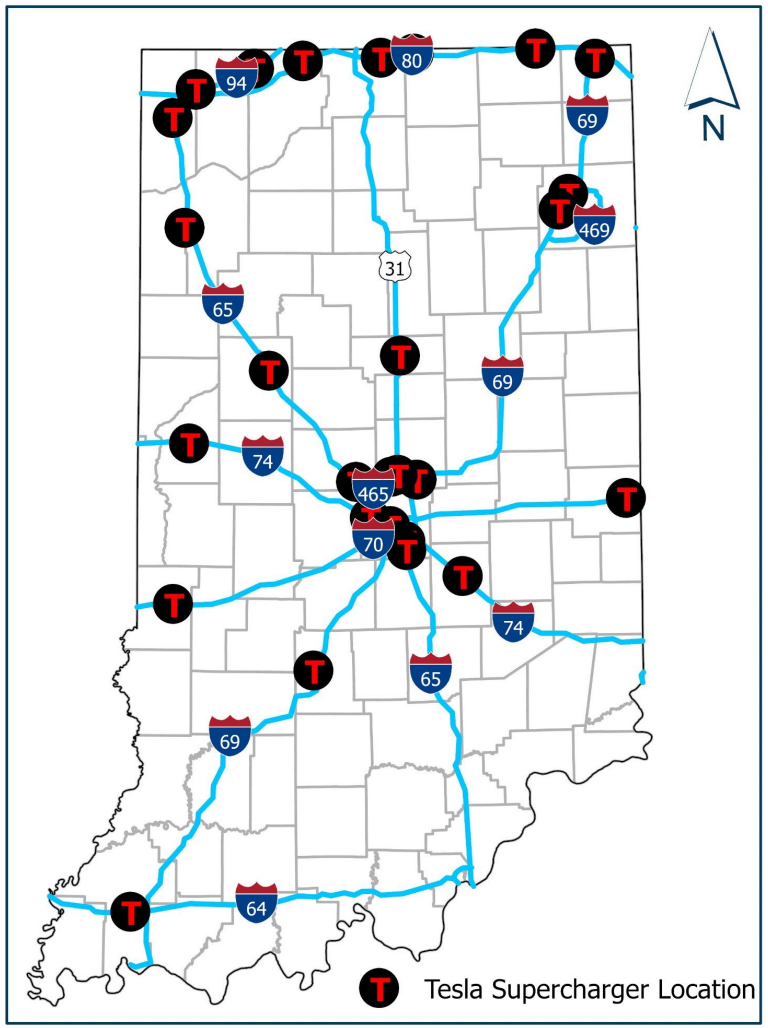
NEVI COMPLIANT CHARGER LOCATIONS: 4

6.6 Existing Charging Infrastructure (NEVI)



- Four EV charging stations
- Most existing charging locations exceed the NEVI requirements for power and number of chargers
- Charging locations exceed the spacing required to meet the NEVI requirements
- None of the existing or proposed AFC's have sufficient charging location coverage to demonstrate a complete corridor EV corridor.

6.6 Existing Charging Infrastructure

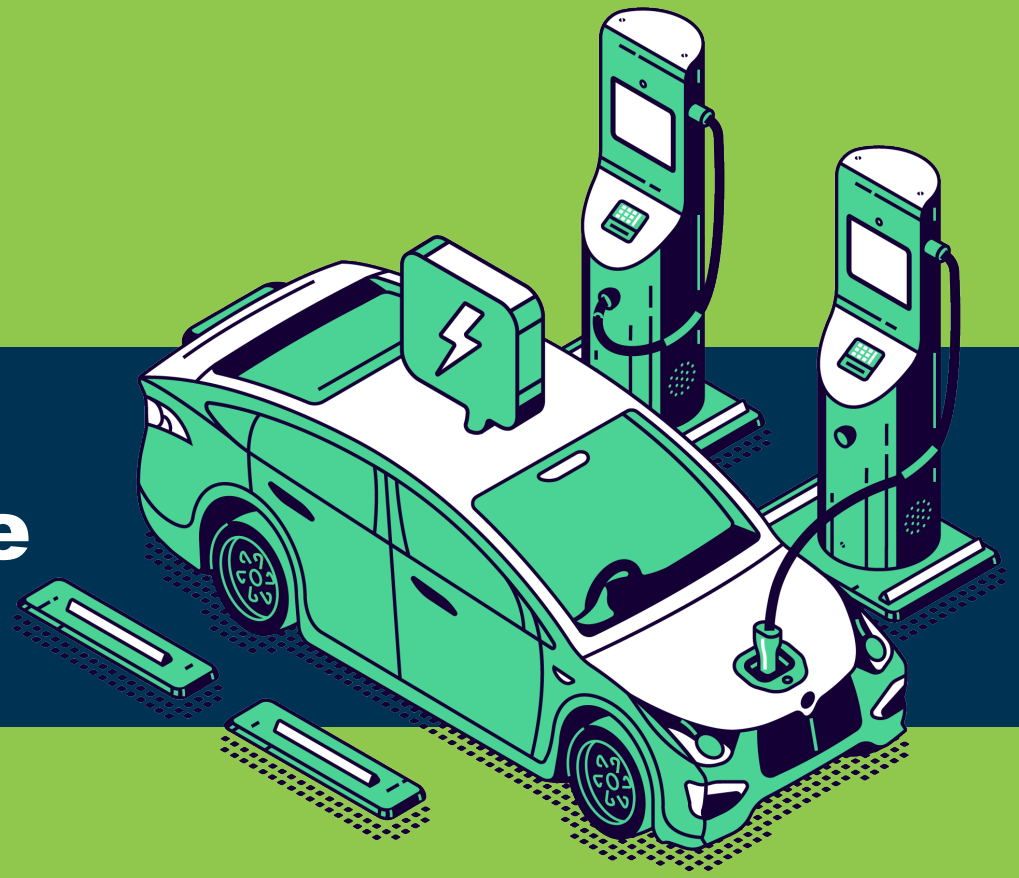


- There are approximately thirty Tesla Supercharger locations in Indiana.
- The information on this map was obtained from Tesla's website directory of charging stations.
- Tesla's destination chargers which are typically Level 2 chargers are not included on this map.
- Tesla Supercharger locations typically have 8 chargers with power capacities up to 250kW.

6.7 Known Risks and Challenges

- Availability and readiness of power
- Overbuilding infrastructure where demand is low
- Effective management of stakeholder coordination:
  - Final site selection
  - Roles and responsibilities
- Uncertainty and availability of technology:
  - Rapid / evolving capabilities
  - Buy America
  - Availability of EV supply equipment (EVSE) and associated components
  - Increased demand

7. EV Charging Infrastructure Deployment

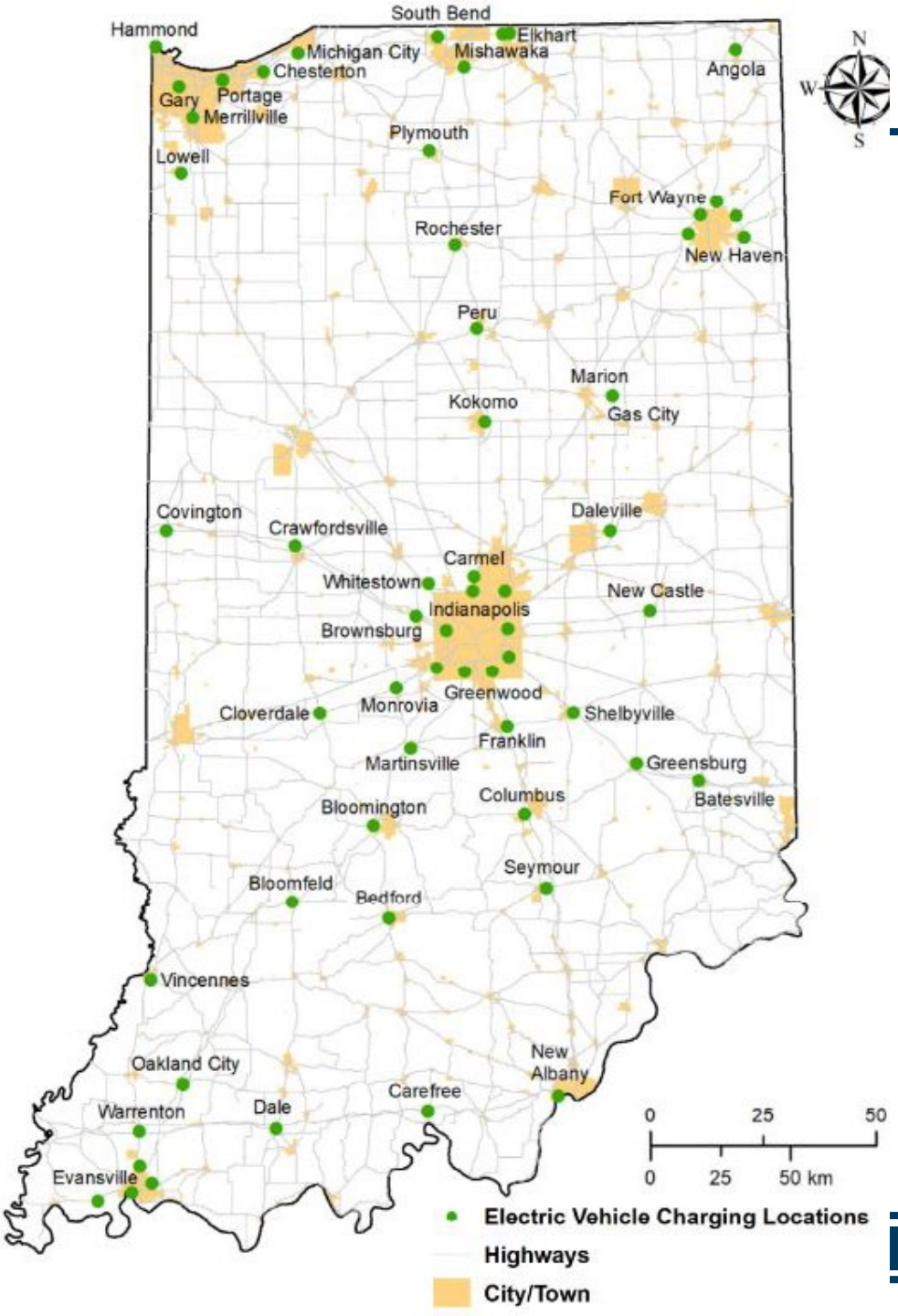


7. EV Infrastructure Deployment (Contents)

- 7.1: Funding Sources
- 7.2: FY 22 Planned Deployments/Upgrades
- 7.3: FY23-26 Infrastructure Deployments
- 7.4: State, Regional and Local Policy

7.1 Funding Sources

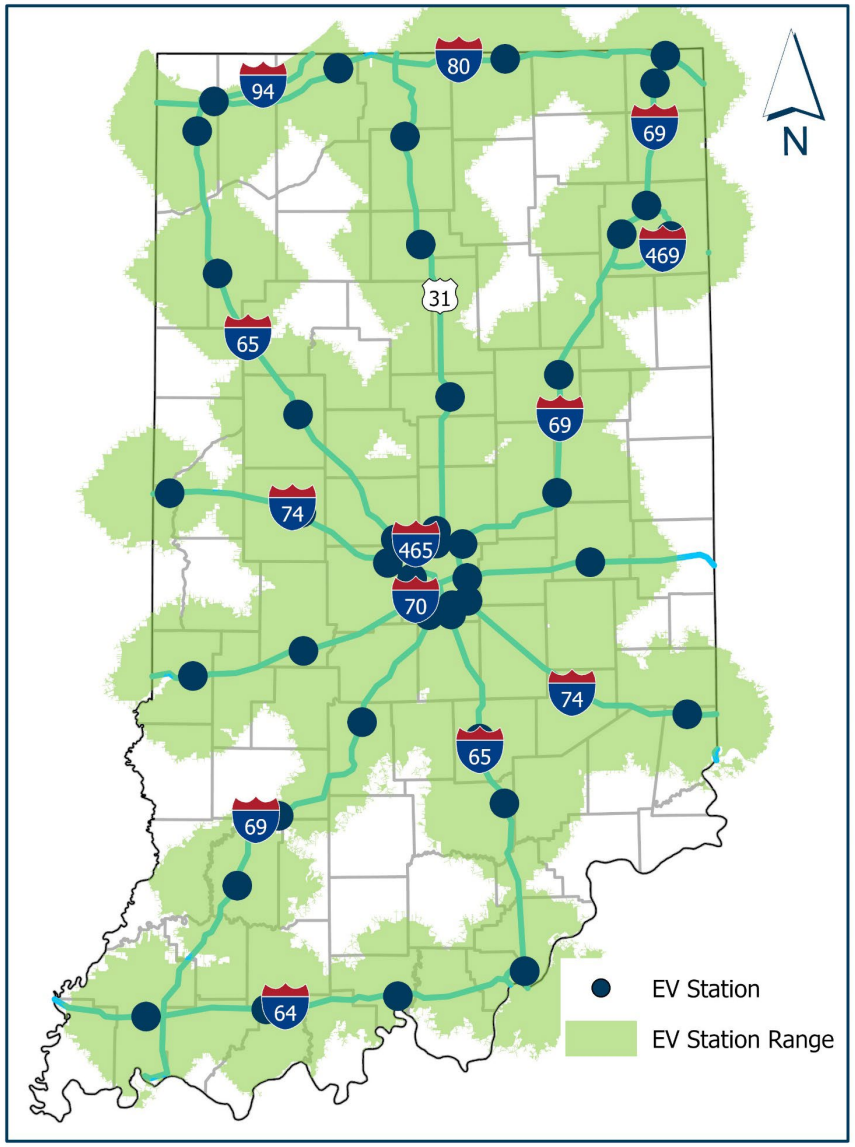
- 20% match requirement to be funded station owner-operators
- Leverage private-sector investment for public-private partnership
- Existing or planned stations along AFC's (including VW settlement funded stations) could be retrofitted or upgraded through NEVI funds.
  - Alignment with proposed sites
- Stakeholder engagement to explore interest from local entities, MPOs and utility companies



7.2 Planned VW Stations

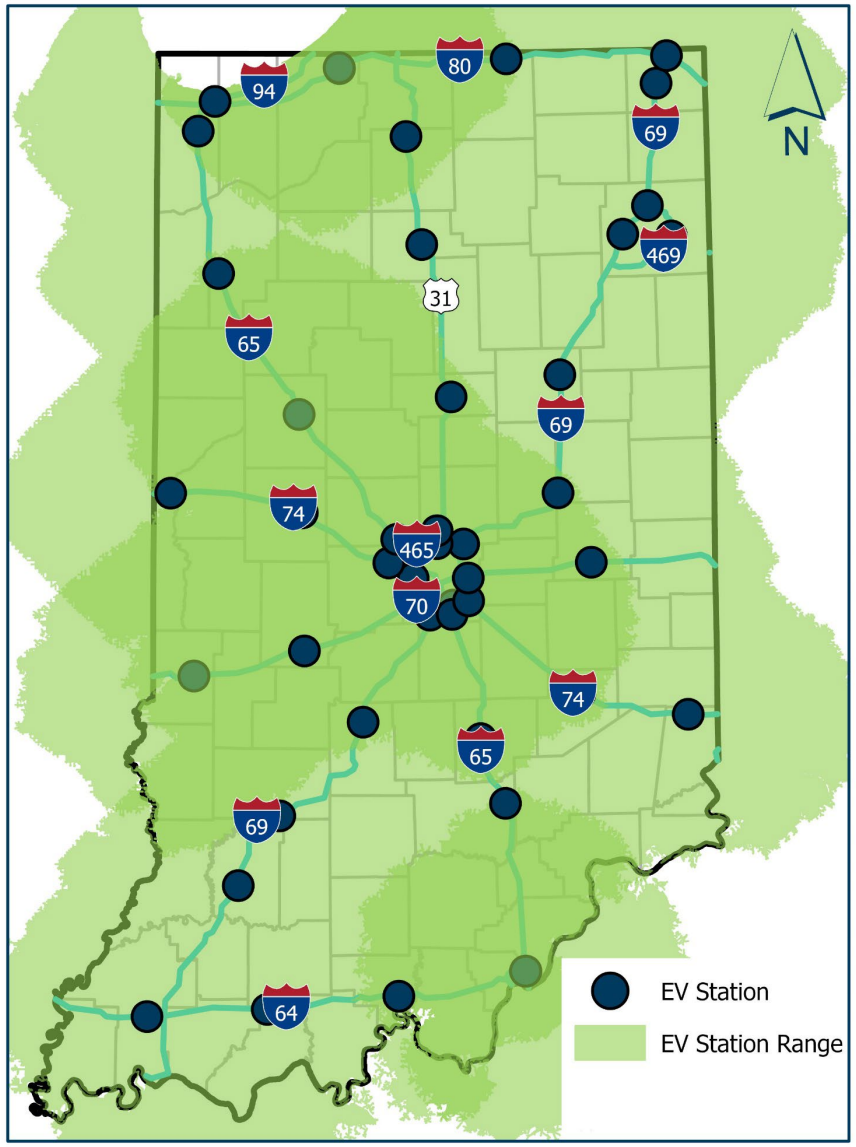
- 2022-2023
- Two procurements, administered by IDEM
- 61 stations planned

7.3 Preliminary Charging Infrastructure



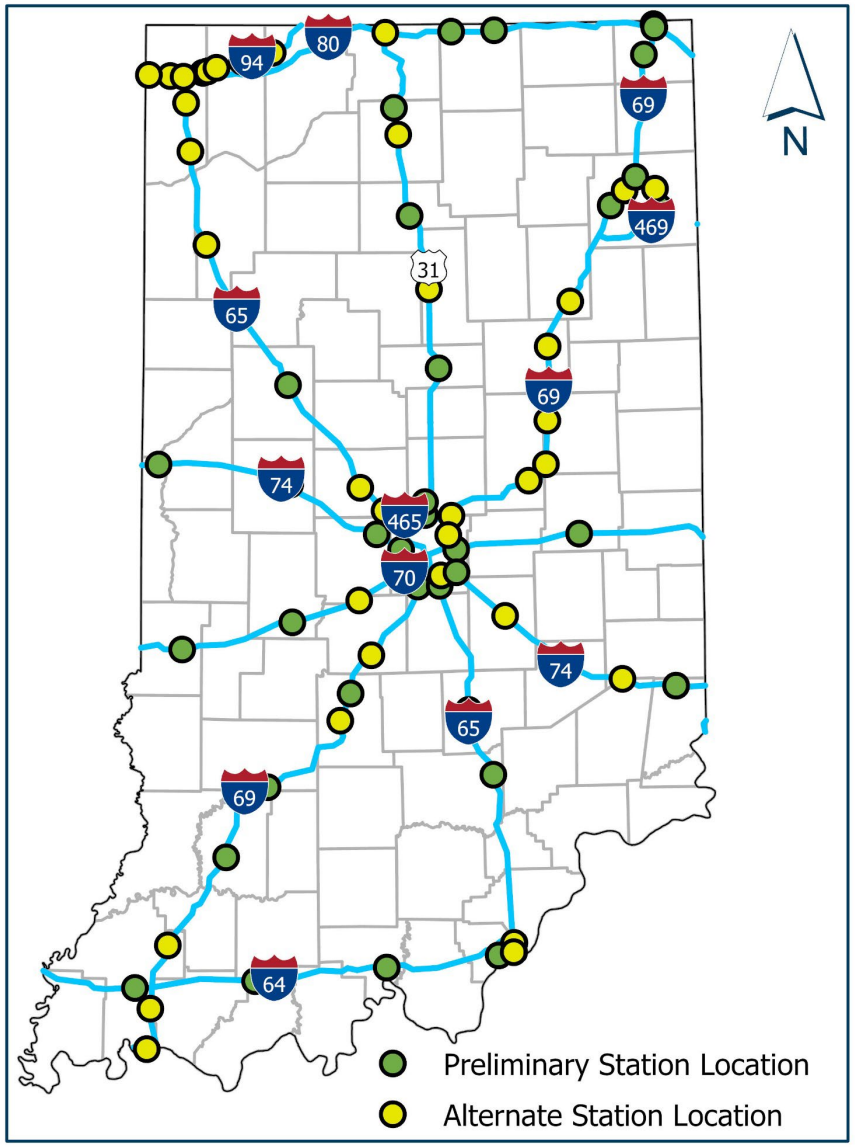
- Preliminary charging locations are shown in blue with light green service areas
- Service area shapes represent a 25-mile range
- Overlapping service areas along the EV corridors demonstrate the AFC meets the NEVI criteria
- 44 Preliminary EV charging locations to meet minimum NEVI requirements
- **GOAL: prioritize investment to fill gaps in AFSs**

7.3 Preliminary Charging Infrastructure



- With all preliminary charging locations shown, nearly the entire state of Indiana will be within 50-miles of a DCFC charging location
- 98% of Indiana residents will be within 35-miles of a DCFC location

7.3 Preliminary Charging Structure

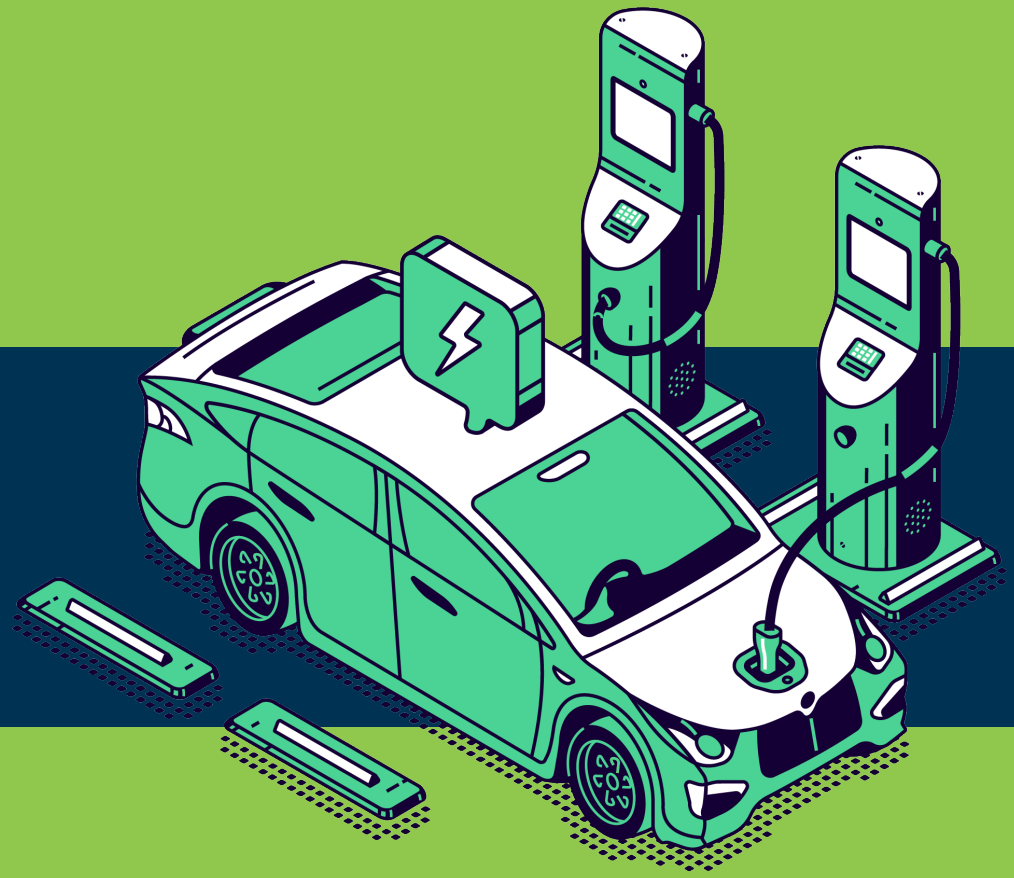


- Preliminary station locations are shown in green.
- The preliminary station locations minimize the total number of station required to meet NEVI compliance.
- The alternate station locations provide alternative locations in the event no site hosts are identified at a preliminary station location.
- Alternate locations are also potential candidate locations for additional/future station locations.

7.4 State, Regional and Local Policy

- State:
  - HB 1220 – Establishes the 21st Century Energy Policy Development Taskforce (April 2021)
  - HB 1168 – Establishes the Indiana EV Product Commission (April 2021)
  - HB 1385 – Encourages growth in Indiana's charging
  - HB 1148 – Establishes a tax credit for qualified EV charging stations
- Regional
  - Regional Electric Vehicle (REV) Midwest (September 2021)
  - Focus on future-proofing and interoperability
- Local:
  - Ex. zoning, permitting
  - Supportive examples:
    - Climate action plan goals
    - Unified development ordinance
    - Local tax contributions
  - Roadblocks

8. Implementation



8. Implementation

- 8.1: Operations and Maintenance
- 8.2: Identifying EV Charging Providers and Station Owners
- 8.3: Data Collection and Sharing
- 8.4: Resilience, Emergency Evacuation, Snow Removal and Seasonal Needs
- 8.5: Labor, Safety, Training and Installation Standards

8.1 Operations and Maintenance

Planning (INDOT)

- Evaluate and prioritize preliminary sites
- High level site design and requirements
- Engagement
- Collaboration tools and forums
- Define minimum O&M requirements

Procurement (INDOT + Private Sector)

- Multiple, competitive RFPs
- Evaluation criteria:
  - Minimum
  - Value-add
- Oversight and decision-making by INDOT

Installation, Operations and Maintenance (Private Sector + INDOT)

- INDOT: contract management, oversight
- Data collection
- Performance measures

8.2 Identifying Service Providers and Station Owners

- Regular and frequent communication
  - Vendors
  - Suppliers
  - Site hosts
- Feedback and opportunities
  - Site selection methodology and phasing
  - Identifying cost-share opportunities
- Tools and methods:
  - Web page
  - Mailing list and social media
  - Networking events (industry forums, vendor days and/or open house)
  - Registration/forum for interested vendors to connect
  - Newsletter or information sessions

8.3 Data Collection and Sharing

- Minimum Federal Requirements:
  - ***Quarterly Data Submittal***
    - EVSE location; Session Start/End time; y/n completion/port; kWh/port/session; peak kW/port;
    - Uptime; cost of electricity to operate EVSE; maintenance and repair costs
    - EVSE real property acquisition cost; EVSE acquisition and installation cost, DER acquisition and installation cost, and grid connection and upgrade cost on the utility side of the electric meter.
    - DER installed kW capacity and type (e.g., stationary battery, solar, etc.) per charging station.
  - ***Annual Data Submittal***
    - For each EVSE station: Name, Address, Type of Private Entity Involved in installation, operation, and maintenance, respective entity status and designation as MBE/WBE/DBE/SBE/VBE/etc.
  - ***Annual Community Engagement Outcomes Report***
    - Community engagement type, date, number of attendees, communities represented by attendees, and how state DOT "reflected" information gathered by the engagement to inform the state DOT NEVI Plan.
- Trends and conditions for implementation
- Progress of plan implementation

8.4 Resilience, Evacuation, Snow Removal and Seasonal Needs

RESILIENCE

- Renewable energy alternatives
- Energy storage capacity
- Backup power (solar, generator, battery storage and recycling)
- Alternatives that adapt to areas lacking necessary power
- Innovative maintenance procedures
- Up time of at least 97%

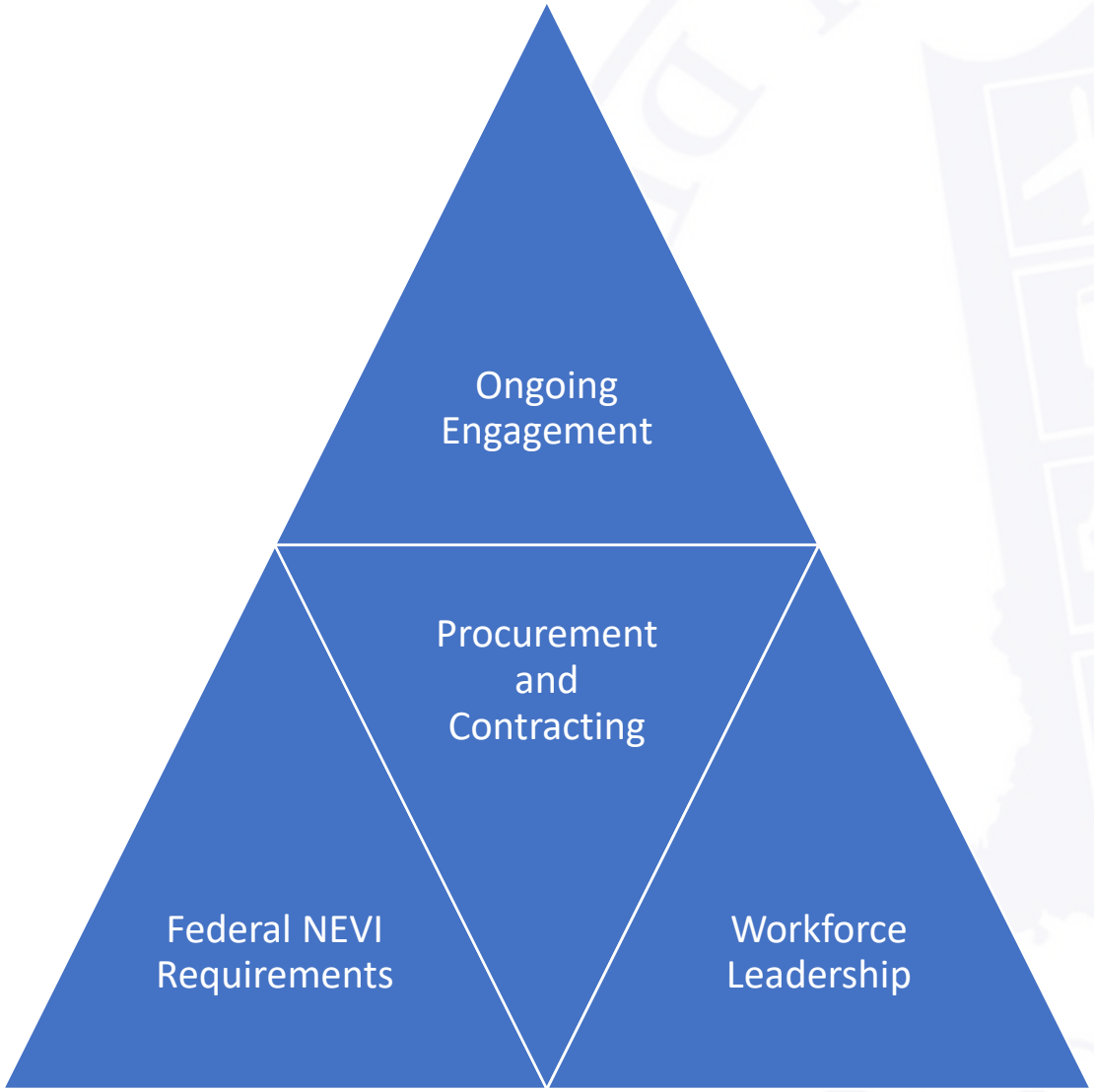
EVACUATION

- Prioritization of AFC build out
- Adding AFCs (US 30)
- Coordination with neighboring states

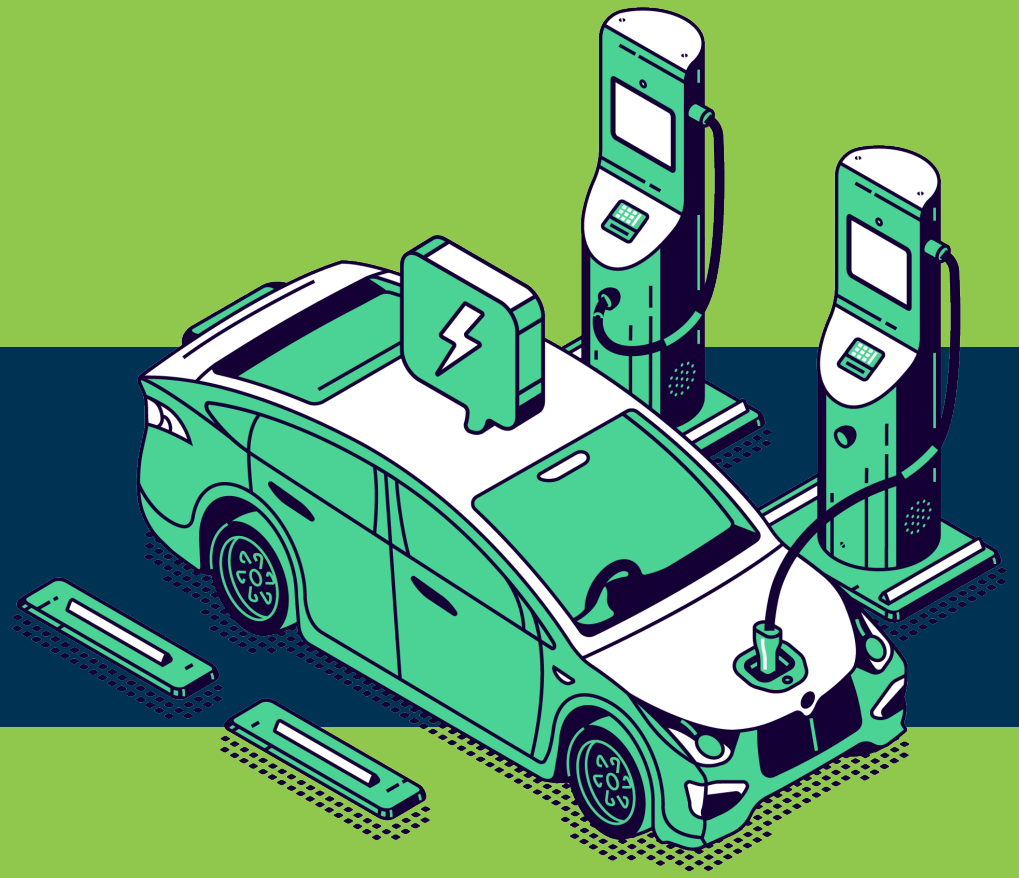
SNOW REMOVAL AND SEASONAL

- Incorporation into O&M contracts (snow removal)
- Incorporation of infrastructure hardening into minimum design standards (withstand storms and ensure operator safety)

8.5 Strategies to Promote Labor, Training Safety and Installation



9. Civil Rights



9.0 Civil Rights

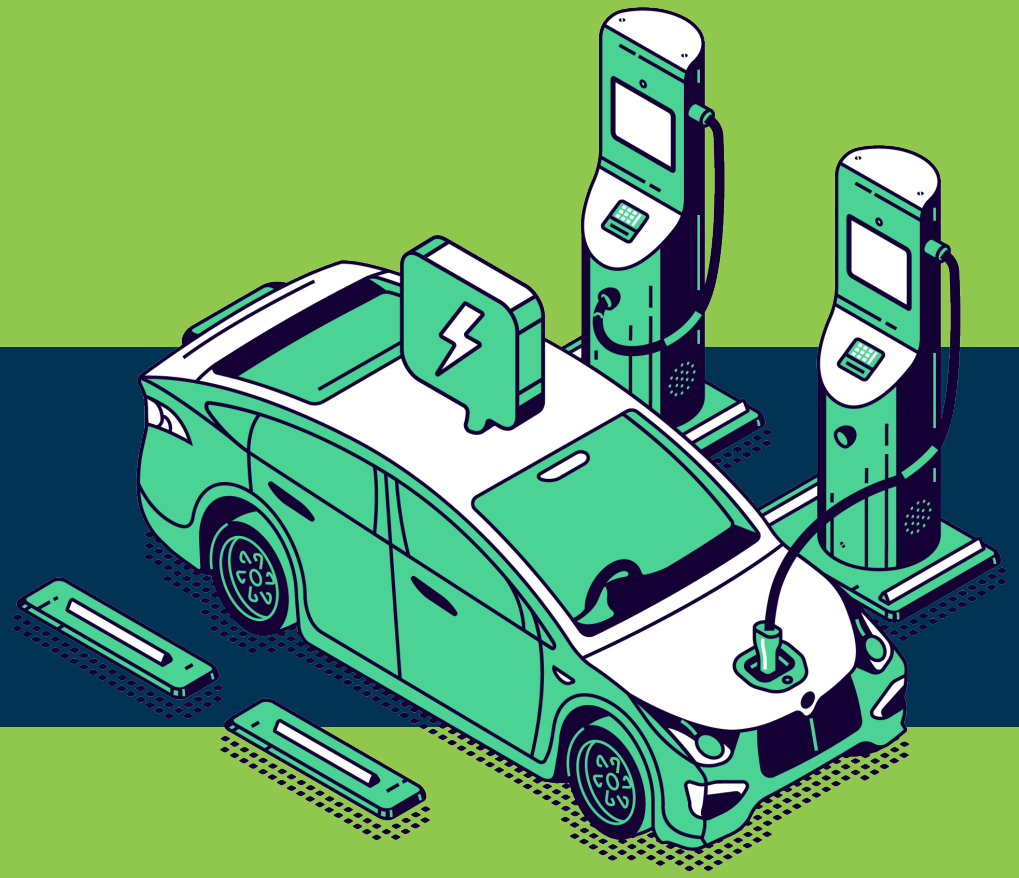
Federal

- U.S. Code Title 23, Part 200
- Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970
- National Environmental Policy Act (NEPA)
- Title VI/VIII of the Civil Rights Act OF 1964
- "Americans with Disabilities Act of 1990," 104 Stat. 327, 42 U.S.C.A. 1210
- Section 504 of the Rehabilitation Act of 1973, 29 U.S.C. 794

State

- Indiana Code (IC) 22-9
- Administrative Code 910
- Extension of Federal Laws:
  - ❑Title VI: 42 U.S.C. Section 2000d et seq., 49 CFR part 21
  - ❑Title II of the Americans with Disabilities Act as amended (ADA) of 1990 (42 U.S.C. §§12101 et seq.)
  - ❑Section 504 of the Rehabilitation Act of 1973, as amended (Section 504) (29 U.S.C. §794)
  - ❑ 28 CFR 35 and 49 CFR 27

10. Equity

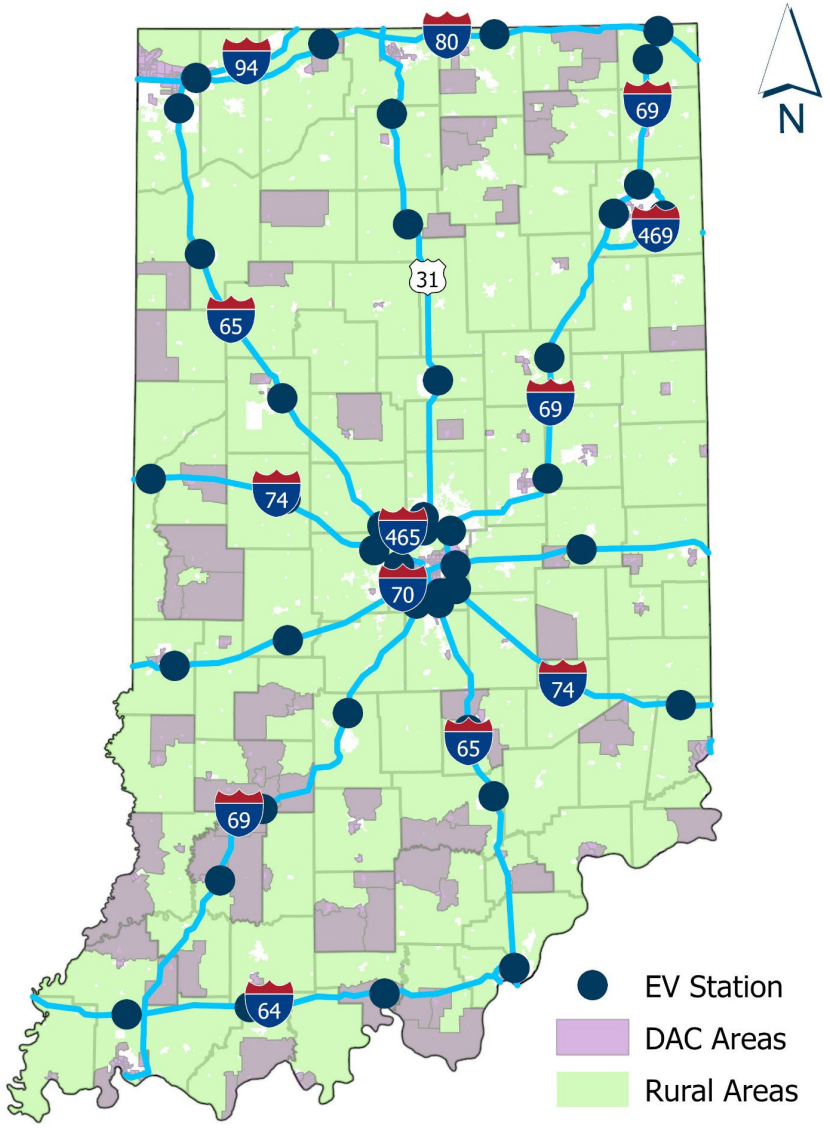


10. Equity

- Justice 40 Initiative (January 2021)
  - At least 40 percent of the overall benefits of certain Federal investments flow to disadvantaged communities (DACs).
  - NEVI is a Justice40 covered program
  - 59% of Indiana's population is in DAC or rural area
- Outreach and Engagement:
  - NAACP:
    - State
    - Evansville
  - Black Lives Matter (South Bend)
  - American Association of Blacks in Energy (Indiana)
  - Indiana Alliance for Equity, Diversity, and Inclusion of EV Infrastructure and Economic Opportunity

*https://www.transportation.gov/equity-Justice40

10. Equity (Benefits)



- Percent of AFC miles that are within 50 miles of a charging station (and AFC miles in a DAC community). The goal for proximity is 100%.
- Percent of Indiana's population (and DAC community population) that is within 40 miles of a charging station. The goal is 100%.
- Metrics for robust and reliable infrastructure (apply to all stations regardless of location).
- Number of sites implemented (total and in and near a DAC)
- Number of ports implemented (total and in and near a DAC)
- Percent of time at least one port is available at all sites (total and in and near a DAC)

ASSESSEMENT OF PRELIMINARY LOCATIONS:

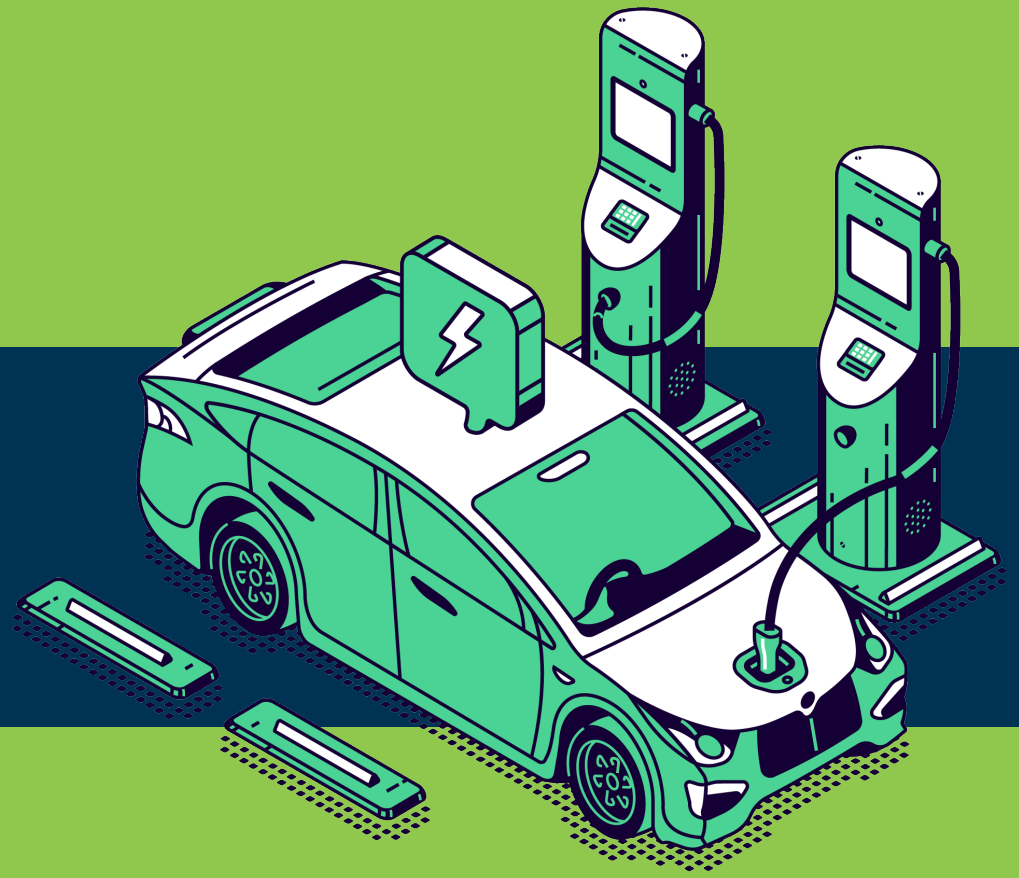
- 100% of the preliminary sites are in or within 15-miles of at least one DAC area
- 62% the preliminary sites are in or within 5 miles of DAC area

10. Equity

- Additional Engagement in DAC and rural areas:
  - EV education and awareness
  - Clean energy and job pipeline
  - Training opportunities
  - Site selection criteria to mitigate gentrification-induced displacement due to new charging infrastructure

- Resources:
  - Mapping:
    - EPA
    - Argonne National Lab
  - Data (USDOT):
    - Persistence poverty tract
    - Transportation disadvantaged tract
  - Project Screening Tools:
    - FHWA Equity Analysis Screening Tool (aka Screening Tool for Equity Analysis of Projects (STEAP)):
    - EPA EJScreen tool
    - Low-Income Energy Affordability Data (LEAD) Tool:

11. Labor and Workforce



11. Labor and Workforce

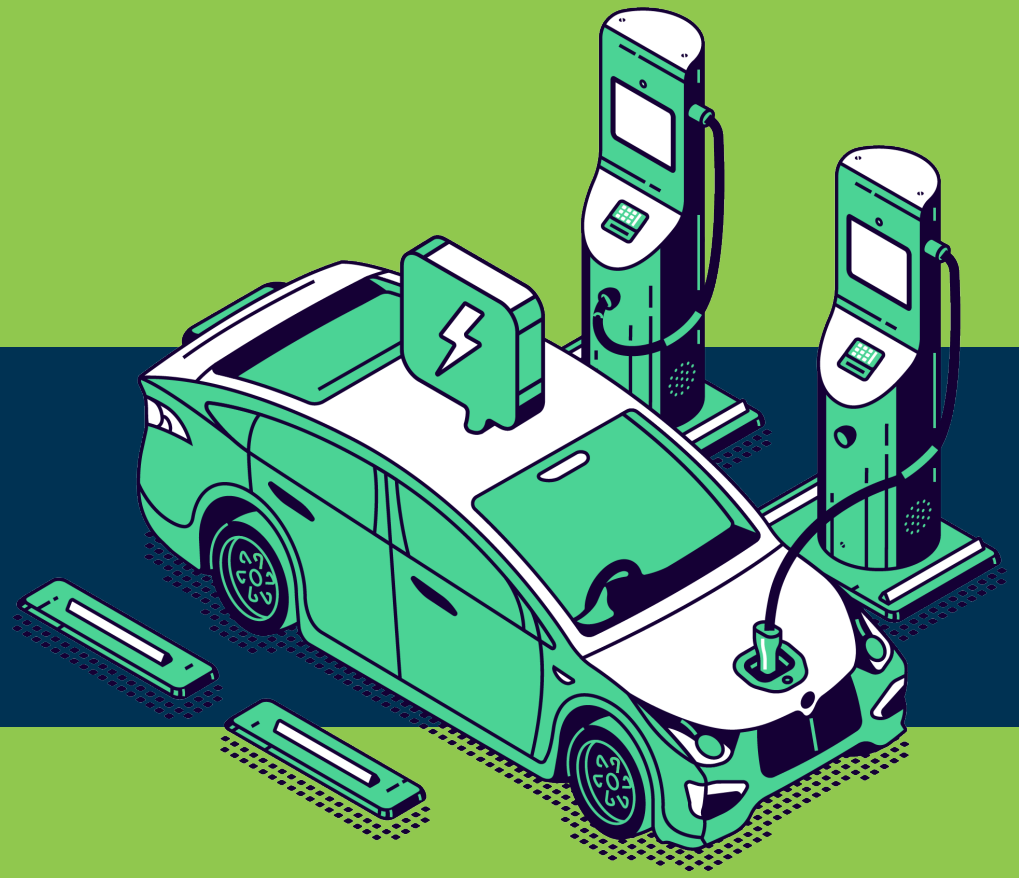
- Working knowledge of utilities
- Staff and subject matter experts with experience installing charging stations
- Examples of completed site plans with that demonstrated quality
- Site selection experience
- Demonstrate quality and specifications of their proposed product
- Resources to fix it and timeframe for repair

EVITP

Title 49 Part 26

Equal opportunity for DBE

12. Cybersecurity



12. Cybersecurity

Federal and State Policies

CYBERSECURITY

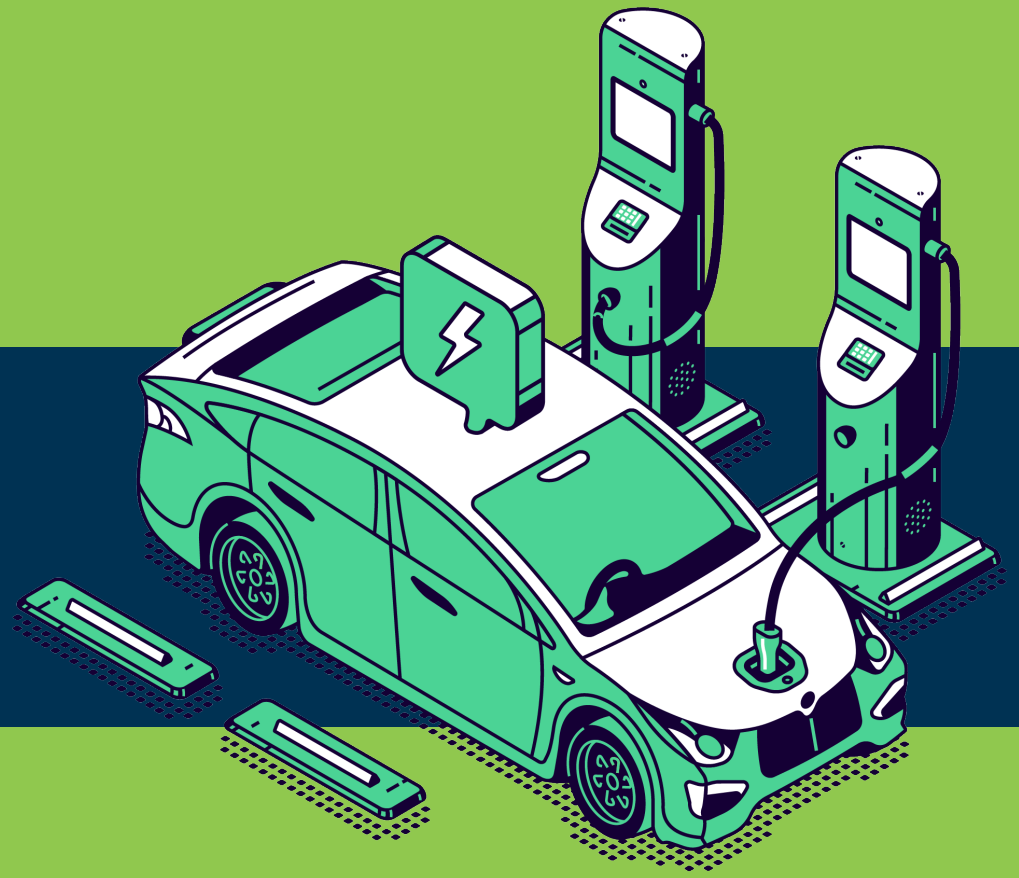
- User identity and access management
- Encryption systems
- Malware detection
- Event logging
- Management of software updates
- Secured operations during communication outages

CUSTOMER DATA PRIVACY

- Only gather personal info “strictly necessary” to provide charging service
- Must take all reasonable measures to safeguard data

Procurement and Contracting

13. Program Evaluation

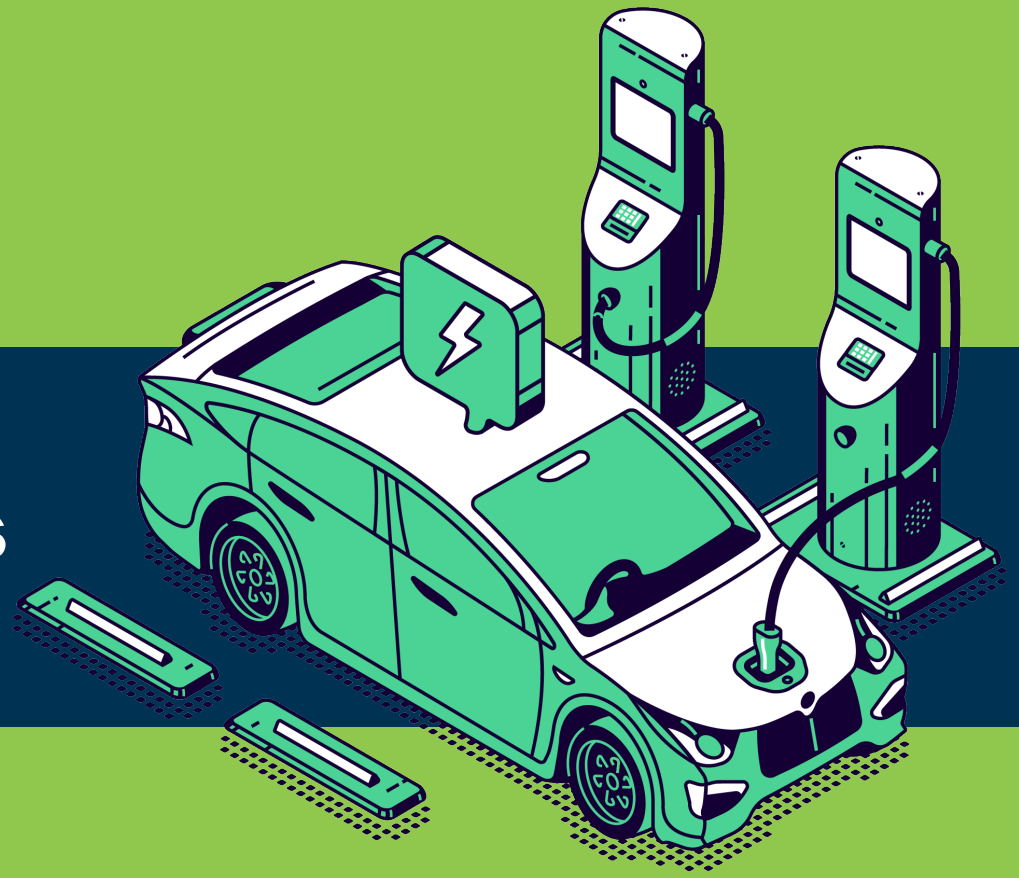


13. Program Evaluation

- Data collected:
  - Operational data
  - Information on private entities involved in installation, O&M:
    - Name, address and type of entity
    - State/local opportunity business certification
  - Community engagement report (number of events, number and type of stakeholders engaged)
- Frequency of collection
  - Quarterly
  - Annually

- Quantitative Metrics:
  - % of AFC miles within 50 miles of a charging station
  - % of population within X miles of a charging station
  - # sites implemented
  - # ports implemented
  - % time at least one port is available at all sites
  - DAC and Rural subset of above metrics

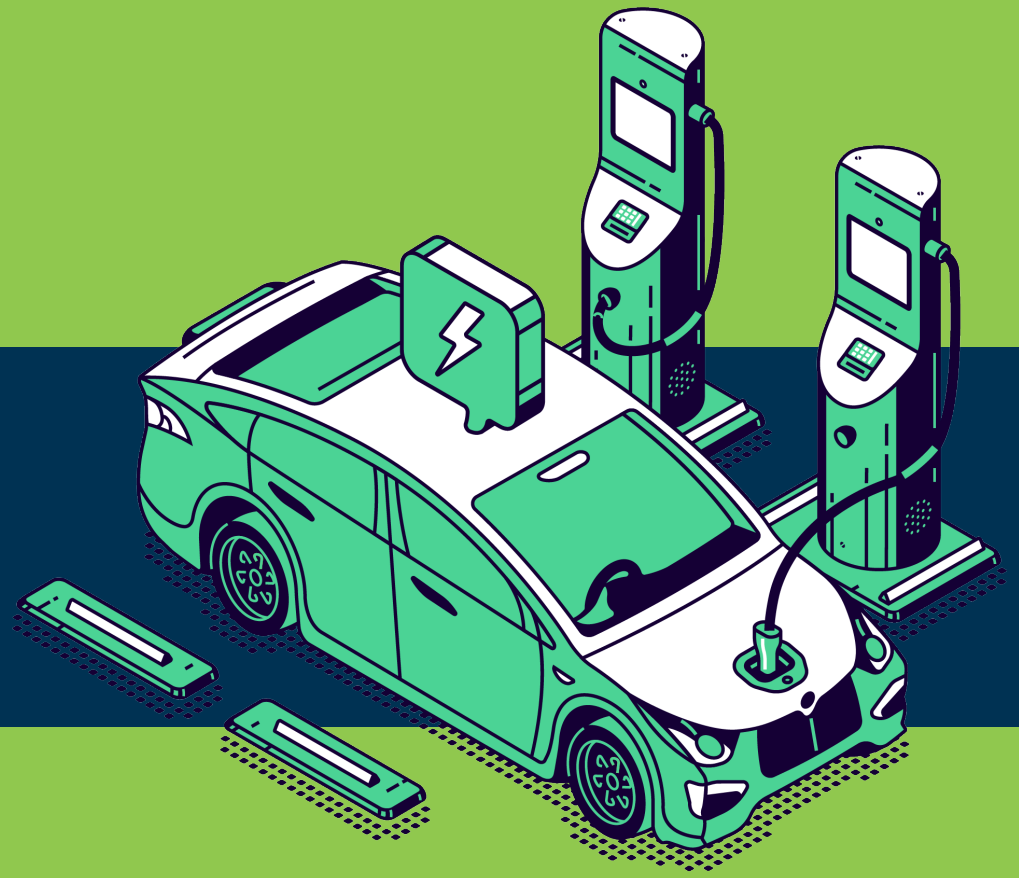
14. Discretionary Exceptions



14. Discretionary Exceptions

- Fewer than 4 ports/plugs may suffice at a proposed location given the current and projected future demand.
- A combination of individual stations within proximity may satisfy the station requirement of 4 ports of 150 kW each.
- A station or combination of stations may satisfy operational requirements but are located more than 50 miles apart
- A station or combination of stations may satisfy operational requirements but are located more than 1 mile from the AFC.

Resources and Wrap-Up



Resources

- Indiana resources:
  - Indiana NEVI Program Web page: https://www.in.gov/indot/current-programs/innovative-programs/electric-vehicle-charging-infrastructure-network/
  - Comment: https://in.accessgov.com/indot/Forms/Page/indot/public-survey/0
  - RFI response summary: https://www.in.gov/indot/files/INDOT-NEVI-RFI-Outcomes-Report.pdf
  - INDOT Plan will be posted on July 20, 2022 for public comment
    - *Comments received will inform future updates to the plan*
- Federal Resources:
  - NEVI Guidance to States - https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/90d_nevi_formula_program_guidance.pdf
  - NEVI Formula Program - https://www.fhwa.dot.gov/legsregs/directives/notices/n4510863.cfm

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Q & A