



INDOT Electric Vehicle Infrastructure Plan

HNTB



Indiana Electric Vehicle Infrastructure Plan

August 1, 2023 Update



INDIANA DEPARTMENT OF
TRANSPORTATION

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1 Introduction

The November 2021 Bipartisan Infrastructure Law (BIL) created the Joint Office of Energy and Transportation and the National Electric Vehicle Infrastructure (NEVI) program. The NEVI program includes a formula component and a discretionary component. The program will make significant investments in the electric vehicle (EV) charging infrastructure that will put the United States on a path to a nationwide network of 500,000 EV chargers by 2030 with the goal of providing convenient, reliable, affordable, and equitable charging experience for all users.

Under the NEVI formula program, Indiana expects to receive nearly \$100 million in Federal funding. While formula funds are essentially guaranteed, each state is required to submit an EV Infrastructure Deployment Plan that describes how it will use the NEVI formula funds. The plans must be consistent with guidance provided by the Federal Highway Administration (FHWA).

FHWA's guidance prioritizes developing charging networks along designated alternative fuel corridors (AFCs) and providing charging infrastructure for underserved communities. Figure 1 shows Indiana's current AFCs as well as additional corridors (dashed lines) being nominated in Round 7 of AFC nominations. In short, Indiana's current AFC network covers all interstates plus US 31. In Round 7 of AFC nominations, Indiana is nominating the US 30 corridor across Northern Indiana for AFC consideration, the US 50 corridor across Southern Indiana, the US 41/SR 63 corridor along Western Indiana, the Lloyd Expressway (SR 62 and SR 66) in Evansville, part of SR 930 in Fort Wayne, and portions of US 36 and US 40 near the Indianapolis International Airport.

After FHWA certifies that all of Indiana's AFCs are "fully built out" to NEVI compliant standards, Indiana will have the option to use any remaining NEVI formula funds on other public roads.

The Indiana Department of Transportation (INDOT) led the development of the statewide EV Infrastructure Deployment Plan, in cooperation with the Governor's Office, Indiana Utility Regulatory Commission (IURC), Indiana Economic Development Corporation (IEDC), the Indiana Office of Energy Development (OED), the Indiana Department of Environmental Management (IDEM), metropolitan planning organizations, utilities, energy service providers, industry, and advocacy groups across the state.



Figure 1: Current and nominated AFCs in Indiana

INDOT's planning process relied on three key activities:

- Review the current state of EV charging in Indiana.
- Coordinate with State and Federal partners to understand NEVI program requirements.
- Engage with stakeholders and the public to understand priorities from a variety of perspectives.

INDOT began its planning process by reviewing and then incorporating existing EV charging activities and research across the state from the public and private sector. Examples include research by INDOT's Joint Transportation Research Program in partnership with Purdue University and projects that rely on Volkswagen (VW) settlement funds. Key resources are highlighted below:

- Purdue SPR 4509: A Strategic Assessment of Needs and Opportunities for Wider Adoption of EVs in Indiana (In Progress)¹
- Journal of Transportation Technologies: Analysis of Electric and Hybrid Vehicle Usage in Proximity to Charging Infrastructure in Indiana²
- Using connected vehicle data for assessing EV charging infrastructure usage and investment opportunities. Institute of Transportation Engineers (ITE). ITE Journal. 2022;92(3):22-31. ITE Paper (11-state EV).³

To complement these existing efforts, INDOT implemented an extensive stakeholder and public engagement process, using various tools to share information and solicit feedback from numerous perspectives. The engagement effort included:

- A request for information (RFI)
- A public survey
- Utility questionnaire
- A virtual open house
- Three in-person engagement meetings
- A virtual engagement meeting
- Numerous one-on-one stakeholder meetings.

¹ Konstantinou, T., Chen, D., Flaris, K., Kang, K., Koo, D. D., Sinton, J., Gkritza, K., & Labi, S. (2022). A strategic assessment of needs and opportunities for the wider adoption of electric vehicles in Indiana (Joint Transportation Research Program Publication No. FHWA/IN/JTRP-2022/12). West Lafayette, IN: Purdue University. <https://doi.org/10.5703/1288284317376>

² Desai, J., Mathew, J. K., Li, H., & Bullock, D. M. (2021). Analysis of Electric and Hybrid Vehicle Usage in Proximity to Charging Infrastructure in Indiana. *Journal of Transportation Technologies*, 11(4), 577-596.

³ Desai J, Mathew JK, Li H, Bullock, Darcy M, P E, Ph D. Using connected vehicle data for assessing electric vehicle charging infrastructure usage and investment opportunities. Institute of Transportation Engineers. ITE Journal. 2022;92(3):22-31. <https://www.proquest.com/scholarly-journals/using-connected-vehicle-data-assessing-electric/docview/2638088730/se-2?accountid=13360>

In addition, INDOT created an EV page on its website⁴ to consolidate all materials for public access, provide answers to frequently asked questions (FAQs), and enable the ongoing collection of input from stakeholders across the state.

Throughout the planning process, INDOT also coordinated with state agencies and Federal partners. The coordination effort included:

- Meeting with the Joint Office of Energy and Transportation through public and invite-only webinars, and during an Indiana-specific question and answer session
- Meeting with the FHWA Indiana Division
- Monthly meetings with an Indiana multi-agency working group made up of IURC, OED, the governor's office, and IEDC to discuss transportation and energy efforts across the state and align these agencies with INDOT's vision for the NEVI program
- One-on-one meetings with the Illinois, Kentucky, and Ohio DOTs to coordinate efforts across adjoining states.

Major updates to this plan from the previous year include:

- Chapter 1 (Introduction): An update of the current and planned implementation schedule. The changes reflect events from the latest year, INDOT's development of a Request for Proposal (RFP) for site implementation, and changes to implementation phasing.
- Chapter 2 (State Agency Coordination): An update to reflect INDOT's coordination with the Mid America Association of State Transportation Officials (MAASTO), the American Association of State Highway and Transportation Officials (AASHTO), the National Association of State Energy Officials (NASEO), and the Joint Office and FHWA.
- Chapter 3 (Public Engagement): This has been updated to reflect public engagement efforts that have occurred since the 2022 plan. Additionally, the chapter has been reorganized in accordance with the updated guidance⁵. This includes the addition of the Community Engagement Outcomes report.
- Chapter 4 (Plan Vision and Goals): No major changes have been made. Language has been updated to reflect INDOT's development of an RFP for site implementation, operation, and maintenance.
- Chapter 5 (Contracting): This chapter has been updated to reflect changes in INDOT's planned implementation phasing and the development of an RFP. INDOT now aims to complete build-out of all AFCs in one procurement. If a single procurement does not yield enough contracted sites for full build-out, additional procurements will be pursued. The chapter extensively details the development and scoring methodology of INDOT's RFP for site implementation, operation, and maintenance, which will be

⁴ <https://www.in.gov/indot/current-programs/innovative-programs/electric-vehicle-charging-infrastructure-network/>

⁵ National Electric Date: June 2, 2023 Vehicle Infrastructure Formula Program Guidance (Update), June 2, 2023. https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/nominations/90d_nevi_formula_program_guidance.pdf

published in early August. Additionally, the chapter details the process from scoring proposals to awarding contracts and ensuring compliance with NEVI requirements.

- Chapter 6 (Civil Rights): No major changes have been made. This chapter has been moved to Chapter 6 from Chapter 9 to reflect changes made to the updated guidance template.
- Chapter 7 (Existing and Future Conditions Analysis): Statistics and figures related to the state of EV adoption in Indiana have been updated with new data. Additionally, statistics as related to freight have been updated following submission of INDOT's 2023 Freight Plan.
- Chapter 8 (EV Charging Infrastructure Deployment): Significant changes to this chapter include updating the discussion on the VW Mitigation Settlement Fund charging station implementation to reflect latest project advancements and the determination of candidate charging sites for the NEVI program. Language within the chapter has been updated to reflect the development of the site implementation RFP and how the RFP meets NEVI requirements.
- Chapter 9 (Implementation): This has been updated to reflect the latest language in the NEVI Final Rule (23 CFR 680), such as operation and maintenance requirements, as well as data collection requirements. Language has been added to indicate that the RFP also includes these requirements and that awardees will be contractually obligated to comply with all NEVI requirements.
- Chapter 10 (Equity Considerations): Major updates include how INDOT plans to measure benefits of the program to DAC communities. This involves a discussion of benefits that INDOT may monitor, metrics to quantify these benefits, as well as goals and baselines for the metrics. A basic analysis approach is given for each metric. As implementation progresses further and INDOT begins to collect additional data on charging stations, INDOT may increase the metrics and benefits that it considers.
- Chapter 11 (Labor and Workforce Training): This chapter has been updated to reflect the latest language in the NEVI Final Rule and updated guidance. Additionally, it describes how the RFP will promote labor and workforce training in accordance with the NEVI guidance.
- Chapter 12 (Physical Security and Cybersecurity): This chapter has been updated to include physical security and language in the NEVI Final Rule.
- Chapter 13 (Program Evaluation): This chapter has been updated to include initial reporting of metrics for the NEVI program as well as a brief discussion of additional metrics that may be included once site implementation commences.
- Chapter 14 (Discretionary Exceptions): No changes have been made.
- Chapter 15 (Conclusion): No substantive changes have been made. INDOT remains committed to effectively and efficiently leveraging NEVI funding over the remainder of this program to achieve the Indiana's EV Vision.
- Appendix A: Updated to include the scoring rubric for the RFP
- Appendix B: Updated to include all charging stations (NEVI compliant and non-compliant) along AFC corridors
- Appendix C: Updated to reflect checklist from the latest NEVI guidance

1.1 EV Infrastructure Planning and Implementation Schedule

1.1.1 Dates for the Indiana EV Infrastructure Deployment Plan

Preparation for the plan development process began with the passage of the Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58 (Nov. 15, 2021). In early 2022, INDOT convened Indiana’s multi-agency working group and began internal discussions with planning and legislative staff to understand the law, potential impacts, and opportunities. With the publication of the Joint Office Federal guidance on February 10, 2022, INDOT’s plan development efforts began with greater urgency, solidifying contractor support to assist with public engagement and plan development. The 2022 Indiana Electric Vehicle Infrastructure Deployment Plan was submitted to FHWA on July 29, 2022 and approved on September 27, 2022. Major milestones in the development of the original EV Implementation Plan are given in Table 1.

Following approval of the 2022 plan, INDOT began implementation by procuring and contracting a program management consultant, developing and refining a list of candidate sites for charger deployment, and developing and releasing a request for proposals (RFP) for implementation, operation, and maintenance of charging sites. After updated Joint Office guidance was released on June 2, 2023, INDOT began updating the 2022 plan to reflect the recent developments in the state’s infrastructure deployment efforts as well as to reflect the updated guidance. INDOT is continuing work to implement the plan and has developed the schedule summarized in Table 2.

Table 1: Key Milestones in Indiana EV Implementation Plan Development (February 2022 to September 2022)

Milestone/Activity	Date
Request for Information	April 4, 2022 (Open)
	April 29, 2022 (Closed)
	May 25, 2022 (Summary)
AFC Round 6 Nominations	May 13, 2022
Public Engagement Survey	May 13-June 8, 2022
Utility Engagement Survey	May 13-June 8, 2022
Public Meetings	June 2, 9, and 14, 2022
INDOT Visioning and Goal Setting	June 17, 2022
2022 Implementation Plan posted for public comment	July 20, 2022
2022 Implementation Plan submittal	July 29, 2022
2022 Implementation Plan approval	September 27, 2023

Table 2: Key Milestones in EV Station Implementation (September 2022 to August 2023)

Milestone/Activity	Date
Coordination kickoff event with utilities and VW program	September 7, 2022
Monthly coordination calls with VW program	October 2022 - Present
Program manager RFP published	October 11, 2022
Program manager awardee selected	December, 2022
Setup of Public Involvement Management Application (PIMA)	March-April, 2023
Program management contract notice to proceed	May 16, 2023
Utility Engagement Webinar	May 17, 2023
RFP for site implementation posted for public comment	June 1, 2023
Updated NEVI guidance released by FHWA	June 2, 2023
RFP Public comments due	June 18, 2023
RFP Pre-proposal webinar	June 20, 2023
AFC Round 7 nomination submittal	June 21, 2023
2023 Implementation Plan Update posted for public comment	July 12, 2023
XBE Networking Events (4 events)	July 13-24, 2023
Public Meetings (6 events)	July 13-24, 2023
2023 Implementation Plan Update submittal	July 31, 2023
RFP release	Early August, 2023
RFP proposals due	Mid October, 2023
RFP selection	December, 2023
RFP contingent award(s)	January, 2024
RFP final award(s)	TBD

1.1.2 Phases for Indiana EV Infrastructure Implementation

Following the Federal approval of Indiana’s 2022, INDOT has created a detailed framework for contracting and implementing the build out of the FHWA designated AFCs. Implementation will require several phases to achieve build out over the five years of the program. The activities and dates below are estimated timeframes.

- **Phase 1: Design and Administer Procurement** (October 1, 2022 to December 31, 2023):
 - Develop contracting plan to finalize procurement type, requirements, and schedule.
 - Expanded the public engagement plan and schedule to include additional activities and outcomes with the stakeholder groups. Special focus has been placed on DAC communities and community groups, electric utilities, the private sector, and state agencies.
 - Site definition has been completed to identify a total of 86 candidate sites, of which 44 sites are necessary to achieve the minimum 50-mile requirement along AFCs.
 - Coordination with utilities to understand existing power availability at candidate locations.
 - Definition of minimum design standards/criteria for NEVI-compliant stations.

- Develop, release, and award a Request for Proposal (RFP) for Phase 1 sites (April 2023 to January 2024).
 - RFP will be released in early August 2023.
 - Implementation, operation, and maintenance of charging sites.
 - Make final selections and release funds.
 - Issue notice to proceed (NTP).
- **Phase 2: Implement EV Charging Stations** (April 1, 2024 to June 30, 2025):
 - Notice to proceed expected in Q2 of 2024 with a go-live in Q2 of 2025. This is dependent on the schedules included in bidders' proposals, which INDOT anticipates to be largely driven by the EVSE supply chain and equipment availability. INDOT expects that each deployment team will create and manage their own schedule, and each team may be managing one or multiple sites.
 - Begin performance measurement for implementation and engagement.
 - INDOT aims to achieve full build-out of AFCs with one RFP and implementation process. INDOT will release additional RFPs if this does not occur.

2 State Agency Coordination

INDOT's goals for state agency coordination are as follows:

- Collaborate with state partners to define vision and goals
- Understand the potential impacts of EV charging infrastructure buildout on other state agencies and operations
- Define roles and responsibilities for future implementation
- Integrate cross-agency personnel into the plan development process

Table 3 lists the agencies INDOT engaged with during the planning process.

Results of state agency coordination include:

- Establishment of an Indiana cross agency working group (INDOT, IURC, OED, and IEDC).
- Ongoing collaboration regarding contracting and procurement, especially between INDOT and Indiana Finance Administration (IFA).
- Identification of FY22-24 Volkswagen settlement-funded EV charging infrastructure (from IDEM) and understanding of the current program status. The planning, coordination, site host agreements, and foundational aspects of the sites were in place in FY22, with installation ongoing into 2023 and 2024.
- Ongoing collaboration regarding implementation and points of contact for EV charging infrastructure in neighboring states and with the MAASSTO EV working group.
- INDOT has additionally been engaged with monthly working group meetings of AASHTO and NASEO and has participated in bimonthly meetings with the Joint Office and FHWA.
- Review, input, and comment on the draft plan prior to submission to FHWA.

Table 3: Agencies engaged in plan development

Agency	Interests and Impacts	Engagement Activities
Indiana		
Indiana Department of Transportation (INDOT)	Lead agency for plan development Contracting/procurement oversight	Working group chair Direct communication Website and program page “On the DOT” podcast episode 29 ⁶
Indiana Office of Energy Development (OED)	Alternative fuel policy Utility coordination Grid capacity	Working group member Direct communication Review of draft plan
Governor’s Office	Partner engagement, contracting, labor and workforce considerations, utility coordination	Working group member Direct communication Review of draft plan
Indiana Department of Environmental Management (IDEM)	Oversight and administration of Volkswagen settlement funds	Direct communication Review of draft plan
Indiana Utility Regulatory Commission (IURC)	Utility coordination, direction, and regulation Grid capacity and resource availability	Working group member Direct communication Review of draft plan
Indiana Economic Development Corporation (IEDC)	Private sector engagement Labor and workforce considerations	Working group member Direct communication Review of draft plan
Indiana Finance Authority (IFA)	Contracting approach	Direct communication
Regional		
Kentucky Transportation Cabinet	Exchanging ideas on utility coordination, contracting Establishing a regional charging network Avoiding duplication near state borders	One-on-one phone calls
DriveOhio (Ohio Department of Transportation)		
Michigan Department of Transportation (and plan collaborators)		
Illinois Department of Transportation		
Mid American Association of State	Coordination regarding best practices on procurement and implementation	Working group member

⁶ <https://soundcloud.com/indotpod/may-2022>

Agency	Interests and Impacts	Engagement Activities
Transportation Officials (MAASTO)		
REV Midwest	Regional EV charging coverage Interoperability and standardization Collaboration among member states: Indiana, Illinois, Michigan, Minnesota, and Wisconsin Avoiding duplication near state borders	Working group member (via IEDC) Direct communication

2.1 Memoranda of Understanding

INDOT does not have any formal memoranda of understanding (MOUs) with other state agencies regarding the NEVI program. However, INDOT continues its collaboration with peer agencies as noted above.

3 Public Engagement

One of INDOT’s primary EV goals is to provide safe, efficient, and high-quality infrastructure in an equitable manner that enables EV drivers to travel throughout the state. The network will give drivers confidence and flexibility when traveling and provide equitable consideration for infrastructure investment in disadvantaged communities. Public engagement was a vital component of INDOT’s planning process for the initial 2022 plan. This will continue to be the case through the 2023 plan. Through its public engagement efforts, INDOT:

- **Gained insight** into market motivations from various stakeholders that drive investment and activity into EV charging.
- **Gauged the level of interest** and need for BIL funding opportunities, participation, and engagement with other Federal funding sources.
- **Identified key planning considerations** for EV charging build-out, such as the public’s priorities for charging station amenities.
- **Obtained feedback** on INDOT’s proposed vision, goals, metrics, and site locations
- **Gathered input on preferred EVSE locations** and equitable infrastructure build out to ensure benefits of future infrastructure are well-distributed both geographically and socioeconomically.
- **Assessed delivery readiness** to successfully implement EV charging programs
- **Began identifying underserved communities and defining benefits**, as outlined by the Justice40 Initiative. Created by Presidential Executive Order 14008 in 2021, the Justice40 initiative establishes a goal that 40 percent of the overall benefits of certain Federal investments flow to disadvantaged, marginalized, underserved, and overburdened communities.
- **Obtained deeper understanding of needs** and how INDOT can directly support implementation for various stakeholder groups.

The remainder of this chapter discusses INDOT’s engagement efforts. It provides insights into the specifics of INDOT’s engagement, including the stakeholders that INDOT engaged and how they contributed.

3.1 Community Engagement Outcomes Report

Following is a summary of community engagement activities.

3.1.1 Stakeholders Involved in Plan Development

INDOT has engaged with the following groups with since the beginning of the NEVI program:

- General Public: INDOT made all engagement opportunities (virtual and in-person) open to the public and directed efforts to the entities listed below:
 - Community based, advocacy and industry organizations that consider both urban and rural area representation:
 - Indiana Community Action Association
 - Electrification Coalition
 - Environmental Law and Policy Center
 - Indiana Conservative Alliance for Energy
 - Advanced Energy Economy (AEE)
 - Citizens Action Coalition
 - Sierra Club
 - Earth Charter Indiana
 - Hoosier Environmental Council
 - Creation Care/Evangelical Environmental Network
 - Energy Systems Network
 - East End Crossing Partners
 - Pike High School
 - Lockerbie Square Neighborhood Association
 - Elkhart Environmental Center
 - St. John’s Lutheran Church
 - Purpose of Life Ministries
 - PracticewiseMD
 - Thrive West Central
 - Center for Sustainable Energy
 - DriveClean Indiana
 - IN Climate
 - Indiana Food and Fuel Association
 - Indiana Motor Truck Association

Key themes noted by this stakeholder group varied. For many, they were largely seeking information about the program. The environmental-focused community groups provided input on related efforts underway within their organizations. Noteworthy was the one-on-one and webinar events held with the Indiana Food and Fuel Association, which enabled INDOT to share site host opportunities and educate them on the general EVSE industry to help connect their members with EVSE vendors.

Equity was a focus of the input provided by groups representing underserved populations. In the initial plan, equity was built out to include both definitive metrics and opportunities for additional metrics. INDOT also created a NEVI specific, equity-focused content for the INDOT NEVI web page and has expanded outreach to additional groups around the state including the Indiana Black Expo, and the Indianapolis, Evansville, and Fort Wayne Black Chambers of Commerce.

- Grassroots EV Chapters
 - Hoosier Electric Vehicle Association (EVA); ***Education and awareness of EV charging infrastructure was a theme in inputs from this group, as well as alignment of efforts.***
- Disadvantaged, Underserved or Underrepresented Communities
 - National Association for the Advancement of Colored People (NAACP)
 - Black Lives Matter South Bend
 - Indiana Alliance for Equity, Diversity, and Inclusion for Electric Vehicles and Economic Opportunity
- Metropolitan Planning Organizations (MPOs)
 - Northeastern Indiana Regional Coordinating Council (NIRCC)
 - Michiana Area Council of Governments (MACOG)
 - Area Plan Commission of Tippecanoe County
 - Anderson MPO
 - Kentuckiana Regional Planning & Development Agency (KIPDA)
 - Terre Haute Area Economic Development Corporation
 - Indianapolis Metropolitan Planning Organization (IMPO)
 - Bloomington/Monroe County Metropolitan Planning Organization
 - Evansville Metropolitan Planning Organization
 - Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
 - Region 3-A Development and Regional Planning Commission (R3a)
 - Indiana Association of Regional Councils (IARC)
 - Northwestern Indiana Regional Planning Commission (NIRPC)
 - In general, the MPOs were concerned about ensuring all areas of their region had EV chargers; however, there was also detailed information shared about potential gaps within the AFC network. As a result, INDOT nominated additional AFCs in Round 7, in particular, the nomination of US 30 was directly requested and supported by MACOG.
- Municipal and County Governments; ***these stakeholders mainly engaged through the public meeting and public survey process. INDOT also held one-on-one calls with some communities (for example, Fort Wayne and Bloomington) to obtain information on best practices within city code to include in Chapter 8, Section 8.1 (relevant local policies).***
 - Indianapolis
 - Fort Wayne
 - Bloomington
 - Carmel
 - Fishers
 - Zionsville
 - Greendale
 - Richmond
 - Evansville
 - Town of Winona Lake
 - City of South Bend
 - City of Madison, IN
 - City of Warsaw
 - City of Madison
 - Tippecanoe County Government
 - Town Of Centerville
 - Town of Newburgh
 - City of Terre Haute
 - Lake County
 - DeKalb
 - Town of Wakarusa
 - City of La Porte

- Town of Speedway
 - Town of Bargersville
 - Seymour City Council
 - City of Elkhart Indiana
 - City of New Castle
 - Town of Orleans
 - City of Jeffersonville
 - City of West Lafayette
 - City of Martinsville
 - Association of Indiana Counties Inc
 - Bartholomew County Government
 - EDC of Greensburg/Decatur County
 - Public Transit Organizations
 - IndyGo
 - Fort Wayne Citilink
 - Bloomington Public Transit
 - ***The main feedback from these groups included a status of the electrification efforts. This information was incorporated into public transportation section of Chapter 7, Section 7.4.***
 - EV Product Commission
 - 21st Century Energy Task Force
- Labor Organizations
 - Electrical contractors
 - Automobile Association of America (AAA)
 - United Auto Workers (UAW)
 - International Brotherhood of Electrical Workers
 - ***Through detailed one-on-one calls with the IBEW at both the local and national level, INDOT was able to gain information about the incorporation of the Electric Vehicle Installers Training Program (EVITP) into the apprenticeship program and verify the IBEW's support for the draft NEVI rules.***
- Private Sector
 - Below is a list of one-on-one meetings held, with additional companies also responding to the RFI and attending in-person and virtual events.
 - Electrify America
 - ChargePoint
 - Indiana Manufacturers Association
 - La Porte County Government
 - City of Shelbyville, IN
 - Kosciusko County
 - White County Area Plan
 - City of Scottsburg
 - River Hills EDD & RPC
 - Town of Clarksville
 - Town of Cloverdale
 - Town of Hope
 - Greensburg Redevelopment Commission
 - Downtown Evansville Economic Improvement District
 - Pike County EDC

For both the EV Product Commission and 21st Energy Task Force, INDOT's conversations with these groups directly informed the labor and workforce section of the plan in terms of existing efforts (such as the Ivy Tech pre-apprenticeship program that is mentioned in Chapter 11) to increase and improve EV-related workforce development efforts.

Since plan submission, the publication of the EV Product Commission's first report, published in September 2022, has identified a need for additional training programs; INDOT as articulated the opportunity to benchmark EV workforce and training programs as a potential performance measure, and will be seeking feedback on this through the public meetings held in July 2023.

- Crossroads Solar
- Francis Energy
- Mid-Valley Supply
- Tesla
- Blink
- 1820 Ventures
- AEE
- America’s Green Line
- Forsee Power
- DANNAR
- Simon Property Group
- FMI Corporation
- FII
- Mid-Valley EV Charging Supply
- TelTec
- FoxConn Industrial Internet
- LHP Engineering Solutions
- KemKrest
- CenterPoint Energy
- LVR International
- IU Health
- British Petroleum
- TotalEnergies
- Harmon Construction
- XCharge Energy

The interest of the private sector was high. INDOT held one-on-one discussions with each of the companies on this list. The feedback from these groups has been considered as INDOT completed the siting for the candidate charging locations.

Similarly, the EVSEs provided helpful information on the cost and revenue structure for charging stations.

Feedback from these stakeholders has continued to inform the procurement methodology that is discussed in Chapter 5 of this plan.

- Original Equipment Manufacturers (OEMs) - Cummins, General Motors, Stellantis, and Blue Bird
- Freight and Logistics
 - Indiana Logistics Council (Conexus)
 - Indiana Motor Trucking Association (IMTA)
 - North American Council for Freight Efficiency (NACFE)
 - Green Truck Association (GTA)
 - Environmental Protection Agency (EPA) SmartWay Program
 - Truck stop provider, fleet provider, truck OEMs, transportation network companies (TNC), and convenience / grocery store; for example:
 - Indiana Food and Fuel Association
 - America’s Green Line
 - Love’s Truck
 - Huck’s Market
 - Lassus
 - Fred’s Minimart

- ***INDOT has leveraged their relationship with Conexus to present NEVI program information and updates at Conexus Quarterly Logistics Council meetings. The feedback from the council and other industry associations on this list directly***

informed the freight considerations included in the plan, Chapter 7, Section 7.4.4.

- Academia
 - Purdue University (PU)
 - Indiana University (IU) Environmental Resilience Institute (ERI)
 - ***The work of Indiana’s academic institutions has been directly incorporated into the plan in our Existing Conditions, Chapter 7, Section 7.3. INDOT has been a sponsor of the studies conducted by PU, and continues to participate on the study advisory committees for the two new studies that began in 2023. These will continue to inform future updates to this plan in terms of the EV market conditions in Indiana.***

INDOT has extended engagement with the following *new* groups since the 2022 plan through its public meetings:

- General Public: INDOT made all engagement opportunities (virtual and in-person) open to the public and directed efforts to the entities listed below:
 - Community Advocacy Groups
 - Sustainable Granger (Granger, IN)
 - Omotayo (Fort Wayne, IN)⁷
 - Rooted Connection LLC (Fort Wayne, IN)⁷
 - Vineyard Management LLC (Fort Wayne, IN)
 - Disadvantaged, Underserved or Underrepresented Communities
 - Indiana Black Expo
 - Evansville Black Chamber of Commerce
 - Fort Wayne Black Chamber of Commerce
 - Indianapolis Black Chamber of Commerce
 - National Black Chamber of Commerce of Norther Indiana
 - C Whitt PR (Gary, IN)
 - E-Cubed Performance (Indianapolis)
 - Indiana Environmental Clean Energy J40 (Fort Wayne, IN)
- Governmental/Planning Organizations
 - East Central Indiana Regional Planning District
 - East Chicago Public Works
 - Hammond, IN
 - Indiana Toll Road
- Private Sector
 - A10 Associates
 - ABB E-Mobility
 - Applegreen Electric US
 - Business Diversity Works, LLC
 - E4 Charging Solutions
 - EVgo
 - MET Construction LLC
 - Netlogx
 - Nustart Capital LLC
 - NWS
 - PSG Energy Group
 - Telamon Energy

⁷ These are community advocacy groups with a specific focus on equity and disadvantaged communities.

- Graham Richard Associates
- Heartland Charging Services
- Hercules Bolt Company
- United Nations General Contracting
- Tina’s Green Energy Solutions
- Imperial Business & Tax
- V&J Consulting, LLC
- Academia
 - University of Notre Dame

3.1.2 Public Outreach

INDOT’s public engagement process includes strategies to inform and involve stakeholders and interested parties. The process allows for in-depth electronic communication, in person and virtual sessions, and other strategies. INDOT distributes the following outreach tools to the list of stakeholders presented in the previous section and makes the information publicly available through its website. These efforts are a vital part of the planning process. In many instances, INDOT can incorporate feedback into this plan. In other cases, INDOT captures the feedback for future consideration as it develops the details of the program in subsequent phases.

Following is a summary of specific outreach activities conducted since submittal of the draft plan:

- **Request for Proposals (RFP) public comment period and pre-proposal webinar:** as detailed below in Chapter 5, INDOT has developed an RFP for the implementation, operation, and maintenance of charging sites. Prior to final publication, the RFP was opened for public comments from June 1-18, 2023. INDOT also hosted a pre-proposal webinar on June 20, 2023 to discuss and receive feedback on the proposal. Public responses have yielded the following insights:
 - Respondents had a high level of interest in proposal scoring, especially with respect to equity, workforce, and economic development (Figure 2).
 - Respondents have been interested in candidate site locations and the addition of specific interchanges to meet the needs of local communities.
 - Respondents indicated the necessity for adequate time to perform due diligence with utility coordination.
- Key outcomes have included:
 - The RFP schedule was revised to provide additional time for applicants with utility coordination and site level due diligence.
 - The final scoring rubric is currently under revision given to address respondent feedback
 - Some candidate site locations were added to the list to better meet the needs of local communities following EVSE providers and public and private site hosts’ feedback.

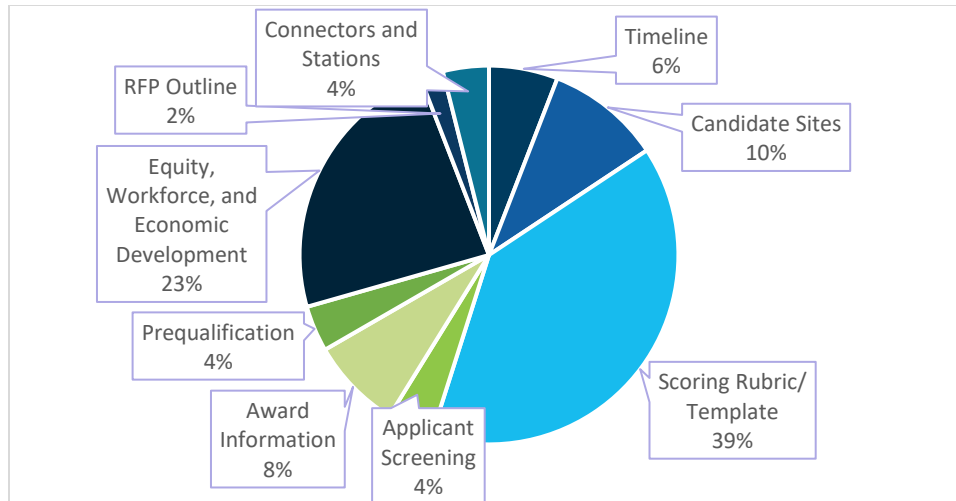


Figure 2: Categories of responses to the RFP public comment period

- **INDOT EV Infrastructure Open House:** INDOT provided a public open house on May 23, 2023 about the upcoming RFP and preparation for proposals. The open house outlined INDOT’s approach towards infrastructure implementation, including candidate sites, timeline, and milestones. INDOT also provided a discussion of the RFP process, including application requirements, the scoring methodology, the selection/award process, and reimbursement.
- **Program web page on in.gov website:** INDOT provided a program-specific web page, titled Electric Vehicle Charging Infrastructure Network⁸, on in.gov to keep stakeholders and other interested parties informed while also offering an opportunity to provide feedback and input. Resources, webinar recordings, presentations, and other materials (such as frequently asked questions) were made available as they were developed. In addition, to enable open input and comments, INDOT created a web comment form⁹ and provided it on the program web page. Stakeholders were able to submit input and comment on the plan at any time during the planning process.
- **NEVI candidate site interactive map**
 - INDOT has provided an interactive map¹⁰ that is accessible through the program web page. The map allows users to view the locations of:
 - INDOT’s candidate sites listed on the RFP
 - Current NEVI-compliant DC fast charge (DCFC) stations
 - Current non-compliant DCFC stations
 - Current level 2 stations
 - Indiana alternative fuel corridors (AFCs)
 - 1-mile driving boundary around candidate stations
 - Disadvantaged Community (DAC) boundaries

⁸ <https://www.in.gov/indot/current-programs/innovative-programs/electric-vehicle-charging-infrastructure-network/>

⁹ <https://in.accessgov.com/indot/Forms/Page/indot/public-survey/0>

¹⁰ <https://experience.arcgis.com/experience/20dc3f35bc0642458e5cf31deb2aa8ab/?views=Splash-2---background>

- Utility service territories
 - Indiana census tracts
- Furthermore, the map allows users to submit general feedback and feedback on specific candidate sites. Feedback through the map portal has resulted in general feedback on proposed site locations from utilities, potential site hosts, and from EVSE vendors.
- Interested parties may also add themselves to a “vendor registry” for each site to publicly demonstrate their interest. This facilitates networking and communication between potential site hosts, utility providers, EVSE vendors, and others.
- The interactive map has resulted in two additional candidate sites being included in the RFP and one site being changed.
- **XBE Networking and Public Meetings**
 - INDOT hosted six public meetings and networking events in July 2023 with the intention of connecting socially and economically disadvantaged business entities (referred to here as XBEs) with prime proposers for the RFP process. The purpose of these meetings is threefold:
 - To generate public and stakeholder awareness of the INDOT NEVI program, updated plan, and timeline
 - To gather feedback about candidate locations and the draft updated plan
 - To provide opportunity for meaningful public engagement and communications that includes representation from impacted communities, including underserved and overburdened populations
 - Three of the six meetings were located in DAC areas, and the other three were located within two miles of a DAC area.
 - A total of 136 individuals attended the public meetings. Of these, 63% provided an address within a DAC or a ZIP code that contains a DAC. However, ZIP codes and DAC areas do not match one-to-one. Therefore, INDOT analyzed the relative overlaps of ZIP codes and DAC areas and estimates around 25% of the attendees were from DACs.
 - INDOT worked with the Black Chambers of Commerce in Evansville, Fort Wayne, Indianapolis, and Northern Indiana to spread information about the events and encourage participation by underserved communities.
 - The events were scheduled as two-hour open houses with a 20-minute presentation
 - Discussions on candidate charging sites included feedback on the locations of sites as well as important site amenities. Insights included:
 - Current EV drivers discussed the importance of charger availability for long-distance trips and the desire to minimize the distance between chargers along AFCs.
 - Many individuals supported the current candidate sites, and some suggested additional sites that they felt would be good for consideration.
 - Individuals expressed interest in ensuring that DAC areas have access to charging stations.

- Some sites were identified as locations where discretionary exceptions may allow for additional site host competition.
- Discussions on equity and inclusion metrics included the following feedback:
 - Attendees expressed interest in identifying how Black and African American communities overlap with the federally-defined DACs, and understanding the USDOT definition and variables for DACs.
 - Attendees expressed support for equity considerations that are in addition to DAC areas. These include a diversity index and an analysis of Black and African American communities (see Section 10.3)
 - Individuals asked how INDOT plans to define 40% of benefits flowing to DACs.
 - Community organizations and XBEs expressed interest in ensuring that small businesses and XBEs are provided ample opportunity to participate in the procurement process.
 - Individuals expressed interest in how to share information with DAC members about taking advantage of workforce and apprenticeship opportunities.
- Additional insights gained include:
 - Individuals are interested in the inclusion of North American Charging Standard¹¹ (NACS) charging ports at stations because multiple vehicle manufacturers have indicated that they are planning to switch to NACS ports.
 - Individuals expressed support for the proposed AFC corridors recently nominated in round 7.
 - Attendees expressed interest in pursuing the Charging and Fueling Infrastructure (CFI) grant for charging infrastructure that can be placed outside of the 1-mile radius that is required by the NEVI Final Rule.
 - Public sector attendees expressed interest and concern for how sites would collaborate with local public safety agencies regarding safety and emergency response at the stations, and how local public safety agency staff would be prepared for this new infrastructure.
- The above insights have resulted in the following influences on INDOT's planning and procurement processes:
 - Three additional candidate sites have been added to the RFP and one site location has been changed as a result of public feedback.
 - While INDOT's RFP will not require NACS ports at charging stations, proposing teams that include NACS ports within their proposals will receive additional points in the "Future Proofing" portion of the RFP. See Section 5.5 for more detail.
 - INDOT is developing its equity metrics based on public feedback. Further discussion of this process is provided in Section 10.3.

¹¹ This is the proprietary charging port developed by Tesla

- INDOT is including XBE participation in the scoring methodology for its site RFP.
 - Coordination with local safety officials is included in draft contract terms and conditions.
- **Conferences and other events.** INDOT or the program management team presented at each of these events with the goal of providing program information, updates on activities (especially related to procurement and XBE opportunities) and network with national EV SMEs about Indiana’s plan.
 - Purdue Road School (two presentations, March 14-15, 2023)
 - Indiana Conference on Energy Management (presentation on 6/15/23)
 - Conexus Quarterly Meeting (September 2022)
 - Indiana EV Heartland Roundtable (May 2023)
 - Indiana Construction Roundtable (with OED, April 2023)
 - Indianapolis Black Expo (July 15-16, 2023)
- **Communication Methods:** INDOT has used social media, webinars, news releases, email listservs, social media accounts, a podcast, and media interviews/outlets to share communication about the plan, public meetings, and increase awareness for opportunities to engage and provide feedback. Some samples of social media outreach are shown in Figure 3. In summer 2023, INDOT began using the Public Involvement Management Application (PIMA). PIMA enables INDOT to maintain contact list, complete notifications about important program events, track, monitor and report on event attendance, gather and respond to comments, and support both in-person and virtual meetings. PIMA will be used for the program going forward to track and report on community related engagement for future plan updates.

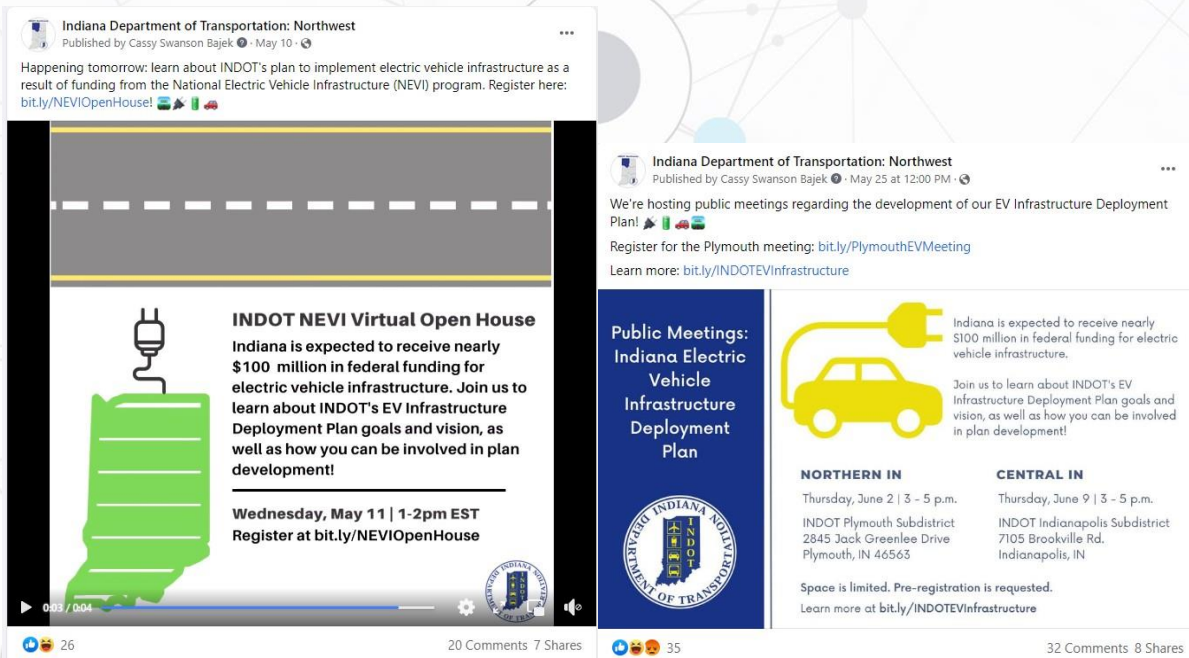


Figure 3: Example social media announcements

INDOT will continue its stakeholder engagement efforts throughout the life of the program to communicate progress, educate the public, and solicit additional feedback. The Public Engagement Plan that is posted publicly will be updated to include a schedule of activities planned for the first year of the program, with a focused effort around additional engagement with DAC and rural communities. The specific objective of that outreach will be to meet these communities in person and work together to define measurable outcomes for both engagement and implementation. INDOT will incorporate the results of these additional engagement efforts into the plan's regular updates.

3.2 Tribal Engagement

There are no federally recognized tribal lands in Indiana.

3.3 Utility Engagement

Following is a summary of utility engagement activities conducted as part of the development of this plan update for 2023.

3.3.1 Stakeholders Involved in Plan Development

The following utilities have been engaged in the plan update since 2022:

- AES Indiana
- Anderson Power and Light
- Bartholomew County REMC
- City of Lebanon
- City of Rensselaer
- Clark County REMC
- Crawfordsville Electric Light & Power
- Darlington Light and Power
- Decatur County REMC
- Duke Energy
- Fulton County REMC
- Heartland REMC
- Hendricks Power
- Hoosier Energy
- IMPA
- Indiana Electric Cooperatives
- Indiana Michigan Power
- Jasper County REMC
- Johnson County REMC
- LaGrange County REMC
- Marshall County REMC
- Miami Cass REMC
- Midwestern Electric
- NIPSCO
- Northeastern REMC
- Premier Energy
- SCI REMC
- Southern Indiana REMC
- Spiceland Municipal Utilities
- Steuben County REMC
- Tipmont Wintek REMC
- Wabash Valley Power Alliance
- Warren County REMC
- Washington Light and Power

3.3.2 Public Outreach

INDOT has been engaged in extensive public outreach with utility companies since the submission of the 2022 plan. This engagement has been focused on understanding the utility needs and capabilities of candidate sites and on aligning NEVI candidate sites with electric charging stations being planned under the Volkswagen (VW) Mitigation Settlement Fund (Section 8.2.1).

Generally, engagement has taken the form of webinars, a utility survey, in person meetings, and direct outreach as related to the NEVI program. INDOT has additionally engaged utilities through participation in meetings and webinars as related to the VW fund. An extensive description of engagement with utilities and subsequent insights can be found in Section 7.3.3.

3.4 Site-Specific Public Engagement

INDOT has engaged the community on EV charging candidate sites through the RFP public comment period, the online interactive map, and the public meetings discussed in Section 3.1. Public comments on candidate site locations were generally positive, with individuals expressing support for numerous sites. Additional comments suggested adding additional interchanges as well as swapping interchange locations.

As a result of these comments, INDOT has added five additional candidate site locations and made two location swaps. The new locations include one interchange on I-65, one on I-65, one interchange along I-70, and two along I-265. In Evansville, IN, the candidate site was changed from Exit 3 to Exit 9; in Lebanon, IN, the site was changed from Exit 139 to Exit 140.

Additionally, awarded RFP teams will be encouraged to continue community engagement after the RFP process is complete. Awarded teams will be contractually obligated to conform to all NEVI guidelines and requirements, including those related to community engagement.

4 Plan Vision and Goals

Transportation is recognized as the final frontier for major advancement in energy efficiency. In the United States, the transportation sector accounts for 27% of greenhouse gas emissions (EPA, 2020¹²). As a result, awareness of the environmental impacts of traffic is growing rapidly. Overall, there is an increased consumer demand toward EVs and shifts in the auto manufacturers priorities and offerings to meet this current and future demand. Emphasizing the consumer and industry landscape has a more direct connection to the subsequent vision and goals. Efforts are being made towards reducing emissions, including the improvement of vehicle and fuel technology as well as the promotion of alternative, sustainable modes of transportation. The emergence of EVs is among those technological innovations that can reduce fuel consumption, emissions, and vehicle operating costs. As the owner of Indiana's NEVI program implementation, INDOT took a top-down approach to creating a vision and goals for the plan. This process started with a careful evaluation of the Federal guidance. This guidance described a state vision for strategically deploying EV charging infrastructure that supports the establishment of an interconnected network. According to the guidance, plan goals should ensure:

- Data collection (and data driven, quantifiable outcomes for at least one goal)
- Equitable access
- Network reliability
- Sustainability (i.e., an outlook for the 5-year program and beyond)

¹² [Sources of Greenhouse Gas Emissions | US EPA](#)

With the receipt of the initial Federal guidance and feedback received through its outreach efforts, INDOT defined the following priorities for EV station siting:

- Resolve 50-mile gaps on AFCs
- Provide service in high demand areas, exceeding requirements when warranted
- Provide service in DACs and rural areas
- Leverage existing access to utility service

Next, INDOT reviewed its existing agency vision and goals and collaborated with fellow state agencies to ensure alignment with these priorities and national requirements. Before finalizing them, INDOT discussed the draft vision and goals with FHWA and the OED and presented them at the four stakeholder meetings. The results are provided below.

4.1 Indiana EV Infrastructure Vision

Indiana’s proposed vision for EV implementation combines INDOT’s agency-wide vision and highlights the collaboration INDOT believes will be required for successful implementation. Alignment with related efforts including the IDEM VW Environmental Mitigation Trust efforts, Indiana House Bill 1221 (which is discussed in more detail in Section 8.2.1) was sought and will continue to validate this vision as the program moves through the planning process. The intent is for the vision to be forward thinking to be inclusive of future efforts including the discretionary grant program and other alternative fuel efforts. The vision for EV infrastructure in Indiana is to:

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.

INDOT intends to use NEVI funds to cover all activities needed to achieve this vision, including: 1) planning and engagement efforts that have taken place in the first year of the program; 2) infrastructure installation, operations, and maintenance throughout the program; and 3) data collection, evaluation and reporting of outcomes that will be a focus of the latter years in the program. INDOT anticipates that most of the funding will be required for infrastructure installation, operations, and maintenance, with the remainder being used for the supporting activities. Chapter 9 of this Plan defines implementation activities, roles, and responsibilities and explains how they will evolve from the short-term into the longer-term. In the near-term, INDOT is implementing an exhaustive engagement effort to ensure the equitable build out of infrastructure. As the program has moved into implementation, INDOT is working with state and local agencies to identify candidate charging locations. In early August 2023, INDOT will release a request for proposals (RFP) for the private sector to develop compliant charging stations at candidate sites that will resolve the 50-mile gaps along the AFCs. Longer term, the efforts will focus on operating and maintaining the infrastructure and collecting and sharing data that are required to monitor performance of the program. After FHWA certifies that all of Indiana’s AFCs are “fully built out” to NEVI compliant standards, Indiana may use remaining NEVI formula funds on other public roads.

4.2 Indiana EV Infrastructure Goals

Indiana’s proposed EV goals create alignment between INDOT’s agency-wide goals, fellow state agency priorities, and Federal program goals. The goals emphasize the need for public-private sector collaboration and acknowledge that data collection will be necessary to track deployment and utilization.

- **Indiana EV Goal #1:** Collaborate and communicate with customers and stakeholders regarding EV infrastructure deployment
- **Indiana EV Goal #2:** Increase understanding of Indiana's position as it relates to the EV industry and undertake initiatives to collect usage data and advance testing and research in the state
- **Indiana EV Goal #3:** Eliminate range anxiety for EVs
- **Indiana EV Goal #4:** Assess vehicle electrification needs as they evolve and update the EV plan regularly to support long-term economic competitiveness and quality of life
- **Indiana EV Goal #5:** Deliver the EV Plan to provide an interconnected, convenient, accessible, affordable, reliable, and equitable charging network
- **Indiana EV Goal #6:** Partner with the private sector so Indiana’s workforce can support EV infrastructure

Recognizing that Federal guidance requires measurement and quantification of at least one goal, INDOT developed performance measures for two goals. These goals, measures, and targets are provided in Table 4.

Table 4: INDOT EV Implementation Goals

Goal	Performance Measure	Target
#3: Eliminate range anxiety for EVs	Percent of AFCs miles that are within 50 miles of a charging station	100%
	Percent of Indiana’s population that is within 40 miles of a charging station	100%
#5: Deliver the EV Plan to provide an interconnected, convenient, accessible, reliable, and equitable charging network	Number of sites implemented	44*
	Number of ports implemented	176*
	Percent of uptime of charging ports	97%*
	Number of vehicles served at an EV charging site	No target set

* These are minimum values that must be achieved to meet NEVI compliance. INDOT has determined that at least 44 sites are necessary to place charging stations every 50-miles along AFCs (see Section 8.2.2), and 23 CFR 680 requires that NEVI sites have at least 4 charging ports per station and that a port uptime is at least 97%.

5 Contracting

5.1 Contracting Approach

INDOT's contracting strategy involves establishing the various activities involved in EV charging infrastructure build out, identifying the appropriate internal and external stakeholders involved for each, and determining the appropriate procurement method(s) and requirements.

Consistent with Federal guidance and in alignment with INDOT's priorities presented in Chapter 4, INDOT plans to contract with private entities for the design, construction, installation, operations, and maintenance of EV charging infrastructure. In addition, INDOT procured program support throughout the five years of the formula program.

INDOT has identified a total of 86 candidate sites; a minimum of 44 are required to achieve full build-out of the current AFCs (see Section 8.2.2 for more detail). INDOT has developed a request for proposals (RFP) and contracting process to procure implementation, operation, and maintenance of these sites. This RFP will be published in August 2023. Additional procurements will be conducted as needed until the AFCs are fully built out.

At a high level, INDOT's current timeframe for contracting is summarized below. Following approval of its 2022 plan, INDOT has refined this framework and developed a contracting approach.

Part I: Understand deployment options

- a. Timeframe:
 - a. March to May 2023
- b. General Scope:
 - a. Contracting general method/structure
 - b. Deployment phases
 - c. Application process
 - d. Eligibility (site, applicant, cost)

Part II: RFP development

- a. Timeframe
 - a. May to August 2023
- b. General Scope:
 - a. Determine RFP requirements
 - b. Determine evaluation criteria
 - c. Define the scoring rubric
 - d. Define the response timeframe
 - e. Define the response process
 - f. Publish the draft RFP for public comment
 - g. Amend the RFP based on responses from public comment period
 - h. Publication of final RFP

Part III: Selection and contracting

- a. Timeframe:
 - a. Q4 2023 through Q2 2024
- b. General Scope
 - a. Begin the notice to proceed (NTP) process
 - b. Finalize the reimbursement process
 - c. Finalize the reimbursement requirements

Part IV: Utility coordination

- a. Timeframe:
 - a. Ongoing from March 2023 through site implementation
- b. General Scope
 - a. Preparation of utilities
 - b. Communication of utility requirements
 - c. Coordination of utility provider engagement

5.1.1 Plans for Contracting with Private Entities

INDOT plans to use a competitive procurement process to contract with private partners. Through this model, INDOT will create a contractual agreement that it enables it to fully leverage private sector expertise and resources. The model will require the private sector to share some of the project risks such as design, construction, partial financing, long-term operation, and revenue. INDOT anticipates the P3 contracts will cover final design, installation, construction, and O&M.

As of submission of this plan, the procurement process is currently open, with INDOT releasing the initial RFP in August 2023. Proposal teams are allowed to outline their desired plan for contracting within the limitations of the RFP. Responses to the RFP are due in September 2023, with the selection process occurring in December 2023. INDOT anticipates making multiple awards through a competitive procurement, with a grant award that includes all pertinent Title 23 regulations.

5.1.1.1 Small Business

Even though not required by Federal guidance for the NEVI program, INDOT has designed the RFP to encourage participation by small business and/or disadvantaged business enterprise (DBE). INDOT's overall goal for DBE participation is 10.2%. Given its unique nature of the NEVI program compared to INDOT's capital program, it is not yet known if this target is feasible for the program. However, the RFP's scoring methodology will allocate additional points to proposals that include participation from DBEs and/or small businesses. In addition, INDOT will track and report on the DBE participation in the program. More information on this topic is provided in Chapter 11: Labor and Workforce Consideration.

5.1.2 Alignment with Plan Vision and Goals

INDOT has designed and is implementing a procurement process that satisfies several elements of its EV infrastructure vision and goals:

- Collaborate and communicate with customers and stakeholders regarding EV infrastructure deployment
 - Collaborate with private entities on the implementation of EV infrastructure, to include the data collection necessary to track and report key metrics related to usage and deployment on a regular basis, and to empower INDOT and their partner agencies to share these results with their key stakeholders.
 - While private sector cost share is desired, INDOT will consider all options for the 20% cost-share requirement, whether that is offered by private companies, charging providers, site hosts, utility companies, local/county municipalities or others.
 - A shared requirement in private sector contracting mechanisms to participate and collect data regarding the engagement of communities in the infrastructure deployment.
- Increase understanding of Indiana's position as it relates to the EV industry, and undertake initiatives to collect usage data and advance testing and research in the state
 - This goal specifically prioritizes the collection of data, a requirement that will flow down to the entities supporting implementation.
- Eliminate range anxiety for EVs
- Assess vehicle electrification needs as they evolve and update the EV plan regularly to support long-term economic competitiveness and quality of life:
 - The flexibility to include value-added offerings from private entities proposing on these activities can directly advance Indiana's economic competitiveness and quality of life. Proposals that highlight small business and DBE participation or incentivize and/or train site hosts and localities in the areas of O&M are examples of actions to support this goal.
 - In-depth planning and evolution of this implementation plan will help Indiana to incorporate emerging and evolving technologies and expand the program to public transit and freight transportation beyond the five years of the Federal grant.
- Deliver the EV Plan to provide an interconnected, convenient, accessible, reliable, and equitable charging network
 - Detailed planning regarding candidate site locations, with stakeholder input for the specific site selection (from all entities involved in deployment, including private sector, utilities, communities, and the general public). The process will ensure that NEVI minimum requirements are met, thus providing convenient and accessible charging infrastructure for all Hoosiers.
 - INDOT will define minimum O&M requirements to ensure reliability and equity in the infrastructure and its network.
 - INDOT will measure and report on engagement efforts consistent with Federal guidance.
- Partner with the private sector so Indiana's workforce can support EV infrastructure
 - Indiana's overall contracting approach is the key method by which this goal will be satisfied.

5.2 Contract Management

INDOT has published an RFP for development, operation, and maintenance of charging sites. As of the submission of this plan, INDOT is developing final contract terms that it intends to use with awardees of the RFP process. To ensure efficient ongoing O&M, the contract language will outline a minimum of 5 years of operations and maintenance requirements. The contracts may also include considerations for ownership/operations issues after the 5-year O&M period to ensure sustainable operations and availability after the initial O&M term is over.

Contracting mechanisms currently included in the draft RFP and terms and conditions that will assist in managing compliance are below:

- Milestone based payments (see Table 5)
- Penalties
- Performance measurement/data collection requirements with regular reporting
- Minimum O&M requirements
- Labor and workforce considerations, including contributions to equity and community engagement requirements.
- Draft contract terms and conditions are included in the RFP’s appendix. These will be finalized as part of the final award (see Section 5.4) and will be legally binding.

Table 5: Payment milestones for the RFP¹³

Phase	Milestone	Payment
Phase 1 – Contingent Award and Pre-construction	High level project cost estimate and notice to proceed	5%
	Final site host agreement(s) and executed purchase order from EVSE manufacturer	10%
Phase 2 – Final Award and Design	NEPA clearance, permits, and utility work request executed; all utility easements (if any) executed	10%
Phase 3 – Construction	Commissioning completed	20%
	Inspection and verification (final completion)	20%
Phase 4 – Operations and Maintenance	Capital payments paid quarterly during operational period	25%
	Performance audit at 50% completion of operations and maintenance period	10%

5.3 Status of the Contracting Process

In August 2023, INDOT will release an RFP for development of candidate charging sites. The RFP seeks private entities to install, operate, and maintain charging sites along AFCs. INDOT has identified 86 total candidate sites (described in detail in Section 8.2.2), where each identified site corresponds to an interchange along an AFC. A minimum of 44 sites are required to achieve full build-out of the current AFCs.

¹³ Subject to revision following the public comment period for the RFP

The RFP begins a competitive procurement process to procure as many charging sites as possible. Ideally, the minimum 44 sites could be awarded through a single procurement. If insufficient qualified bids are received to fill the 50-mile gaps across the state, INDOT may release additional RFPs to procure EVSE for other sites. The upcoming near-term schedule for the RFP is provided in Table 6.

Table 6: Schedule for the 2023 RFP

Milestone	Date
RFP Release	Early August, 2023
Proposals Due	Mid-October, 2023
Selection	December 2023
Contingent Award(s)	January 2024
Final Award(s)	TBD

Ultimately, the RFP will result in contracts for the installation of charging stations as well as a five-year operations and maintenance period that will commence upon INDOT accepting installation of the EVSE through a formal notice to the contract-holder.

5.3.1 RFP Process

The RFP allows contractors and consultants to propose development of one or multiple candidate charging sites along AFCs. Proposers may include teams of multiple contractors/consultants. The process involves three parts: administrative, experience, and site proposal. INDOT has provided a template for all proposers to follow.

5.3.1.1 Administrative

The administrative process requires that contractors/consultants demonstrate that they can comply with NEVI requirements and meet the prequalification required to do business with INDOT. All NEVI requirements are detailed in an appendix to the RFP.

The check of prequalification is a standard procedure that is required for any INDOT project. Experience and technical ability are not determined by prequalification status. Prequalification indicates that a firm is eligible to perform the type of work proposed and that the firm has the financial capacity to complete the work.

5.3.1.2 Experience

The experience portion must be submitted once for each proposer. This details the proposer’s experience, qualifications, approach, and financial commitment. Experience includes the number of years the proposer has provided similar services, the number of clients/locations currently served, and relevant experience in Indiana. Under the qualifications section, proposers should provide a list of all organizations expected to be part of the project and provide a brief description of their roles and the project team’s structure. At a minimum, proposers are asked to identify which firms will fill the following roles:

- Project owner
- Site host

- EVSE supplier
- EVSE installer/contractor
- Operator
- Maintainer
- Utility provider
- Sub-contractors (if known)
- Consultants (if any)

The project approach should provide a narrative describing each team’s approach to site selection, site design, permitting, and construction. A proposed schedule of major activities should be included. Additionally, this section should describe post construction work including, but not limited to the following:

- Operations and maintenance O&M commitment
- Approach to maintaining up time
- Data sharing
- Cybersecurity
- Safety and training
- Approach to rates and billing

In terms of the proposers’ financial commitments, INDOT is not requesting at this stage an estimated cost from each proposer. Rather, proposers must instead provide a short description of their financial commitment to the project, the source of this commitment, and whether any additional funding sources will be combined with the Federal NEVI funds authorized to the project.

5.3.1.3 Site Proposal

Each proposer must submit a separate section for each site being proposed. The site proposals indicate information on each candidate site. The scoring rubric, which contains a full list of items to be included, is detailed in Appendix A. Generally, this will include information on the distance from the proposed site to the AFC, the number of EV stalls and ports as well as their power, all enhancements beyond the minimum requirements, a site schematic, information on site readiness, a description of future-proofing techniques, and the approach to equity, workforce, and economic development as applicable to the proposed site.

5.4 Awarded Contracts

As of the publication of this 2023 Plan Update, no contracts have been awarded. Contingent awards for the initial (August 2023) RFP are anticipated to be announced in January 2024, and final awards will be announced later in 2024. If nominated AFCs are designed and if insufficient qualified bids are received to fill the 50-mile gaps across the state, INDOT may release additional RFPs.

Contracts will be awarded in two stages: contingent awards and final awards. As described in Section 5.5, final selection will involve a negotiation process regarding the final number of sites per awardee, the final site host agreements, site information/schematics, equipment list,

estimated project cost, and bonding requirements. Upon finalizing these terms, a contract will be entered under the contingent award. This will result in the first notice to proceed (NTP) and a purchase order for 5% of the estimated project cost.

Following the initial NTP, the awarded project team will be authorized to complete the utility coordination and local site permitting process and will be required to provide inputs to the National Environmental Policy Act (NEPA) process. It is anticipated that any NEPA review processes will last no longer than 60 days and will be conducted by INDOT at INDOT's expense. If the awardee makes any project changes requiring additional NEPA clearance, the additional NEPA work will be at the awardee's expense. Finally, the awardee must also enter any applicable lease agreements and provide INDOT with final cost values. After the awardee successfully provides these deliverables to INDOT, INDOT will enter into a final award contract. This will result in a second NTP and purchase order.

Following award of the final contract and second NTP, awardees may begin installing and testing equipment. Following installation, the final award contract will also cover the five-years of operations and maintenance.

INDOT expects to make awards for as many sites as possible with the available funding, with no minimum or maximum award size per site. INDOT reserves the right to make more or fewer awards and reserves the discretion to alter maximum award sizes upon receiving the full pool of applications and assessing the needs of the program in relation to the priorities. INDOT also reserves the right not to award the full funding amount requested by a proposer during the selection process.

INDOT has designed the RFP and award process to promote competitive bids while recognizing that the robust NEVI requirements preclude reliance on a low-bid approach. Encouraging bidders to compete for the lowest possible bid would reduce the quality of the bids and likely impair compliance with NEVI requirements. Rather, the quality-based selection approach will ensure competitive bids. As described in Section 5.3.1, the scoring processes applied to the proposer experience and site proposal sections of the RFP will ensure that bidders will compete to best meet the FHWA and INDOT requirements. Furthermore, the contract negotiation process discussed above allows INDOT to negotiate with potential awardees to ensure best site coverage and best value. If negotiations prove that INDOT cannot enter into a reasonably valued contract, INDOT has reserved the right to negotiate with other bidders.

5.5 Scoring Methodologies Used

RFP applications will be ranked against other for the same exit, intersection, or along the same EV corridor segments. INDOT intends to use the scores and ranks to guide award decision making; a high score and/or rank does not guarantee an applicant funding. The top priority in the selection process will be achieving the full build-out of AFCs.

Scoring will be approached for each stage of the RFP. The administrative portion is graded as a pass/fail. Proposers that fail to meet the administrative checks are given the opportunity to address issues; if they are unable to do so, they are disqualified from the proposal process. The experience portion is graded out of 250 points possible. Each proposing team is graded once.

The site proposal portion is also graded out of 250 possible points, and every site is scored individually. An overview of the draft RFP’s scoring methodology is provided in Table 7, and the full rubric is included in Appendix A.

The final selection within the scoring process will consist of a two-part negotiation which will culminate in the contingent award described in Section 5.4. The first part will finalize the number and specific location for the candidate site(s) to be included in the contingent award and draft contract for the proposer. This may include working with proposers to include candidate sites that may not have received any proposals in their contingent award. This will allow INDOT to achieve contracts at interchanges/intersections that may be less desirable from the bidder’s perspective.

The second part of the final selection requires the proposer to develop and submit and estimated per site and per project cost for review. INDOT will use this estimated cost to negotiate the contract for the contingent award. Additionally, if two proposers receive identical scores for a site on the initial application, this may be used to determine which would receive the contingent award.

Table 7: Overview of the RFP draft scoring methodology¹⁴

Part	Title	Contents	Points
A	Administrative	Checklist	Y/N
		Minimum NEVI requirements	Pass/Fail
		Prequalification	Y/N
		Financial Viability	Pass/Fail
Administrative Subtotal			Pass/Fail
B	Experience	Experience (past EVSE projects)	75
		Qualifications (list firms, role, key staff)	75
		Project Approach	75
		Project Cost Information	25
Experience Subtotal			250
C	Site Proposal	Site Information	70
		Site Schematic	20
		Site Readiness	60
		Future Proofing	40
		Equity, Workforce and Economic Development	60
Site Proposal Subtotal			250
TOTAL POINTS POSSIBLE			500

5.6 Plan for Compliance with Federal Requirements

INDOT has included federal requirements within the RFP. These include requirements pursuant to this Indiana EV Implementation Plan, the NEVI Guidance, and the FHWA Final NEVI Program Standards and Requirements. The RFP requires proposers to indicate compliance with all

¹⁴ Subject to revision following the public comment period for the RFP

minimum NEVI requirements and provides the list of these requirements in an appendix. Furthermore, INDOT will include all relevant requirements within the contracts awarded following the RFP. Compliance reviews will be performed throughout all relevant project phases, including preconstruction/design, construction, and operations and maintenance. These reviews will confirm compliance through quarterly and annual reporting.

6 Civil Rights

Indiana is committed to compliance with all Federal and state civil rights laws. These are specified in the subsections below. INDOT will have oversight and responsibility for compliance, which will flow down to private entities that will work on the installation, operations, and maintenance of the charging infrastructure. These requirements are incorporated into the RFP and will be incorporated into the contract documents.

6.1 Applicable Laws

6.1.1 Federal

Per 23 CFR 680, all applicable Federal statutory and regulatory requirements from USDOT apply including, but not limited to:

- 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
- The July 2022 *Design Recommendations for Accessible Electric Vehicle Charging Stations* as issued by the US Access Board

6.1.2 State

In addition to the Federal statutory and regulatory requirements, the state of Indiana has relevant civil rights legislation that will be referenced. This legislation originated in 1961 and has been updated and expanded over time, most recently in the mid-1990s. Indiana civil rights laws and regulations include:¹⁵

- Indiana Code (IC) 22-9
- Administrative Code 910

Likewise, INDOT has stated requirements for compliance with relevant civil rights legislation including:¹⁶

- Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. Section 2000d et seq., 49 CFR part 21, and all related regulations and directives.

¹⁵ <https://www.in.gov/icrc/about-icrc/indiana-civil-rights-laws-and-regulations/>

¹⁶ <https://www.in.gov/indot/multimodal/transit/transit-related-civil-rights/>

- Assures that no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any INDOT program, activity, or service.
- Title II of the Americans with Disabilities Act as amended (ADA) of 1990 (42 U.S.C. §§12101 et seq.) and Section 504 of the Rehabilitation Act of 1973, as amended (Section 504) (29 U.S.C. §794) and implementing regulations found in 28 CFR 35 and 49 CFR 27
 - INDOT does not discriminate against qualified individuals with disabilities in its policies, or in the admission of, access to, treatment of or employment in its programs, services, or activities.

In addition to referencing and requiring compliance with these relevant regulations in procurement and contract documents, INDOT will also ensure that relevant implementation requirements contribute to meeting these requirements. For example:

- Minimum design standards for EV charging stations to ensure compliance with ADA guidelines
- Additional engagement based on Section 504
- DBE requirements within the RFP (see Chapter 11).

7 Existing and Future Conditions Analysis

This section provides important context for the planning process and addresses several specific topics required by Federal guidance.

7.1 State Geography, Terrain, and Climate

7.1.1 Geography and Terrain

Indiana is in the Midwest between Ohio, Kentucky, Illinois, and Michigan. It borders Lake Michigan at its northwest corner and the Ohio River to the south. Since Lake Michigan serves as a barrier to east-west travel and due to its location in the U.S., Indiana is frequently referred to as the Crossroads of America. More interstate highways pass through Indiana than any other state.

Indiana has relatively low elevation overall, with the elevation above sea level ranging from 320 feet at the Ohio River to 1257 feet at Hoosier Hill in Wayne County. Generally, the terrain is flat in the northern and central areas of the state transitioning to rolling terrain and hills in the southern half. 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.

7.1.2 Current and Future Temperature and Precipitation

Indiana's climate varies by region, with temperatures typically cooler in the north and warmer in the south. Temperatures can be extreme, from below zero to more than 100 degrees, but typically only for short periods. Indianapolis, near the center of the state, averages 28 degrees

in January and 72 degrees in July. On average, Indiana gets approximately 43 inches of rain and 22 inches of snow per year¹⁷.

The Indiana Climate Change Impacts Assessment (IN CCIA) describes historical climate trends and provides future projections of how Indiana's climate is likely to change. Some conclusions around climate trends in Indiana referenced in the report¹⁸ include:

- Precipitation: Since 1895, average annual precipitation in Indiana has increased by about 15%, or about 5.6 inches, based on a linear trend.
- Temperature: Similarly, since 1895, Indiana's statewide annual average temperature has risen by 1.2°F, or about 0.1°F per decade. The warming trend has sped up in recent decades. Since 1960, the average annual temperature has risen 0.4°F per decade, with warming trends identified in all four seasons.
- Weather Events: Indiana has about 15 tornadoes per year that rate at least EF1 on the Enhanced Fujita scale, in which EF5 tornadoes are the most damaging. Since 1960, tornadoes have been seen in every month, but mostly in April to June. There is significant variation year to year and no obvious trend in tornado activity.

In general, Indiana's relatively mild climate conditions are welcoming for EV. As with many areas of the U.S., weather could have an influence for short periods during winter since cold temperatures affect battery life and range¹⁹.

¹⁷ <https://www.weather-us.com/en/indiana-usa-climate>

¹⁸ https://docs.lib.purdue.edu/climatetr/2/?_ga=2.261156868.86504781.1654896817-443183128.1653997887

¹⁹ <https://www.consumerreports.org/hybrids-evs/how-much-do-cold-temperatures-affect-an-evs-driving-range-a5751769461/>

7.2 Land Use Patterns

Land use patterns across Indiana are shown in Figure 5.²⁰ Approximately 22% of Indiana's population is rural, i.e., occupying locations with a population of less than 50,000. In Indiana, 46 of 92 counties are considered rural.

Population density is shown in Figure 4 which shows the alignment of the population in and around the incorporated areas shown in Figure 5. The state's population is projected to grow by roughly 660,000 residents by 2050.²¹

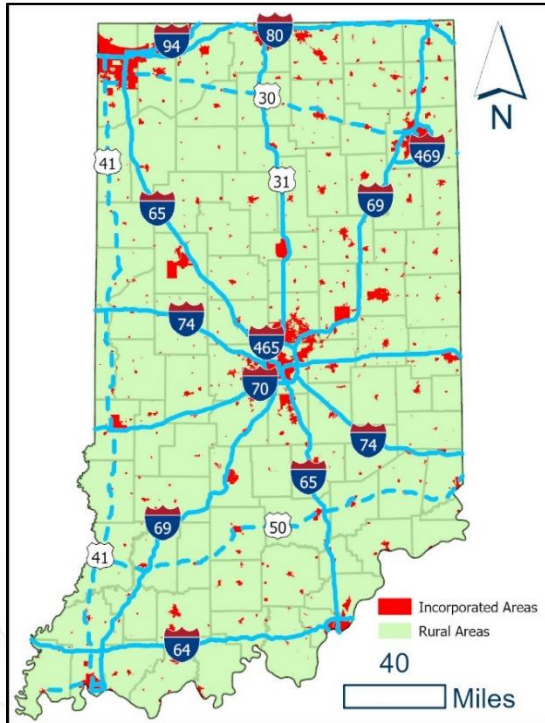


Figure 5: Land use in Indiana

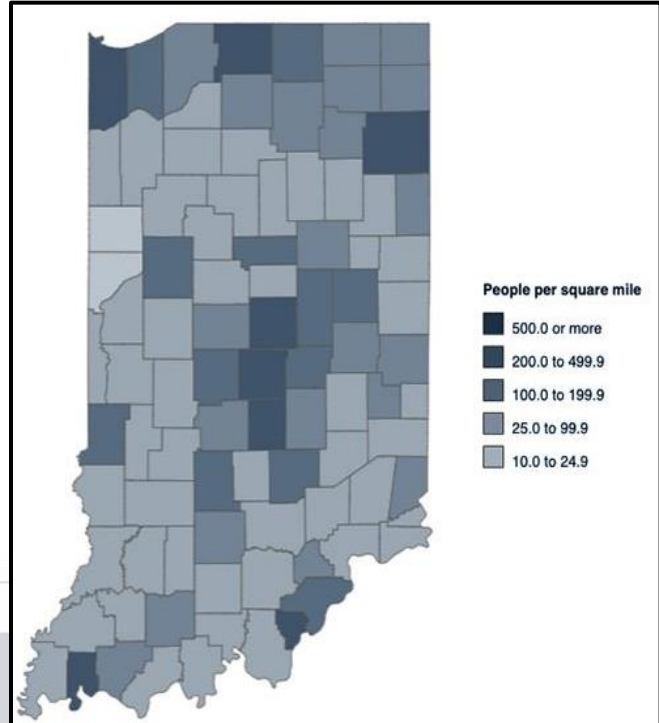


Figure 4: Indiana Population Density (2022)

²⁰ <https://maps.indiana.edu/>

²¹ <https://www.stats.indiana.edu/maptools/projections.asp>

7.3 EV Market Conditions in Indiana

7.3.1 EV Ownership and Availability

The total light duty plug-in EV²² sales market share in Indiana was about 3.5% in 2022 (Figure 6); non-plug-in hybrids constituted about 7.5%²³. EV sales have significantly increased in Indiana since 2020. In 2020, battery EV (BEV) sales were 1,712 and plug-in hybrid (PHEV) sales were 427. In 2022, these values increased to 5,196 BEVs and 1,833 PHEVs.

Likewise, the number of registered EVs within the statewide light duty fleet has steadily increased over the past years. The total number of EV registrations through year-end 2021 was 17,900, with this being led by BEVs²⁴. The share of the fleet that is electric (Figure 7) is less than the share of sales. However, this is to be expected, due to the time required to turn over the vehicle fleet.

Purdue's study "A Strategic Assessment of Needs and Opportunities for Wider Adoption of Electric Vehicles in Indiana" concluded there is limited information regarding future trends for EV market penetration in Indiana (see Figure 8). Purdue's SPR 4509 Analysis Results analyzed current trend and statistics for EVs in Indiana and concluded:

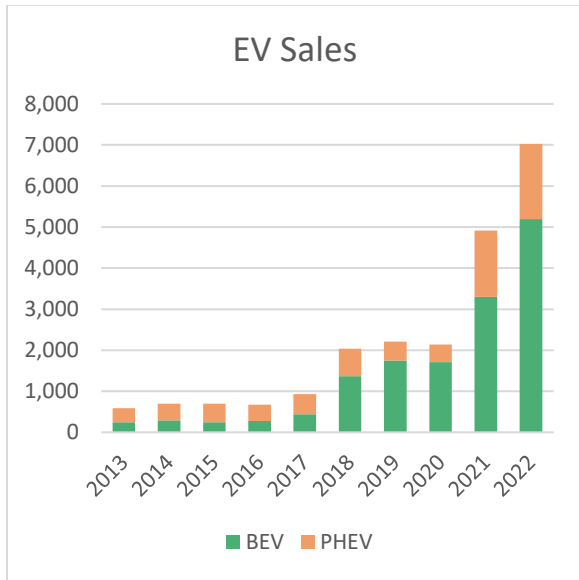
- There is limited information regarding future trends for EV market penetration
- There are multiple initiatives in the state that have started to explore green transportation technologies as well as programs with the goal to accelerate EV adoption
- There is difficulty in performing real-world projections for the impact of EVs on electric grids

Currently, INDOT is building on the Purdue study by performing an updated analysis of EV adoption forecasts and uncertainty in Indiana. Two additional Purdue studies – SPR 4706 and SPR 4811 – have recently commenced to research public expectations and willingness-to-pay for EVs and to research impacts on the charging infrastructure network given forecast EV adoption.

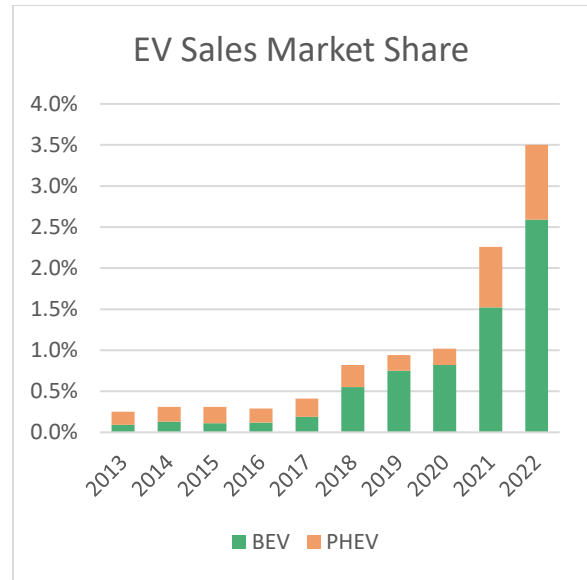
²² This plan defines an EV in accordance with the NEVI Final Rule: "a motor vehicle that is either partially or fully powered on electric power received from an external power source" <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-680/section-680.104>

²³ Alliance for Automotive Innovation: <https://www.autosinnovate.org/resources/electric-vehicle-sales-dashboard>

²⁴ <https://afdc.energy.gov/data/10962>

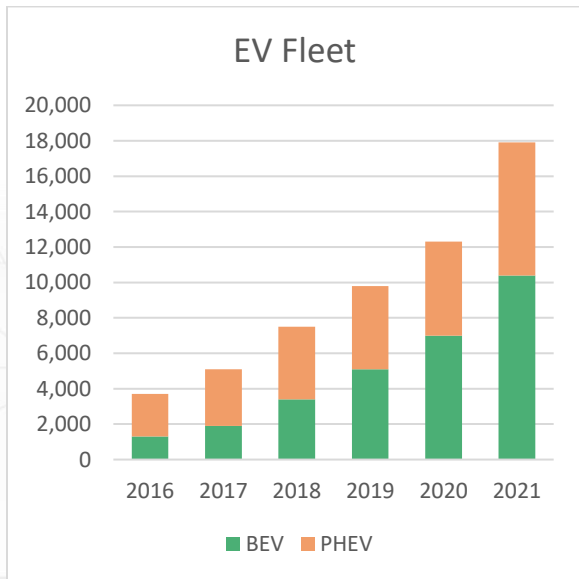


(a)

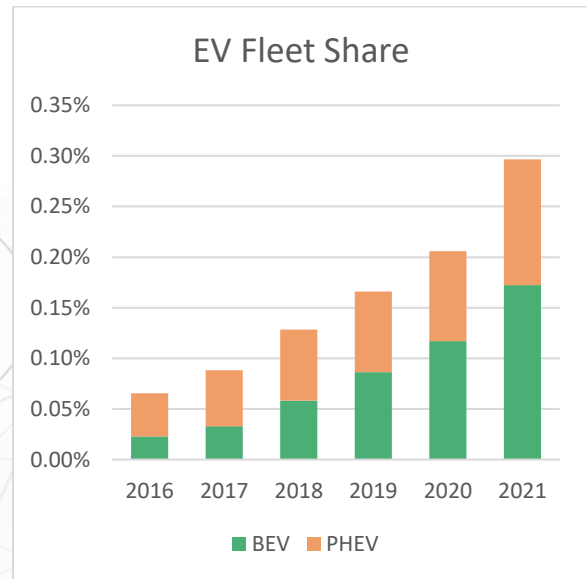


(b)

Figure 6: EV Light Duty Vehicle Sales Market Share. Source: Alliance of Automobile Manufacturers.



(a)



(b)

Figure 7: EV Light Duty Vehicle Fleet Share. Source: US AFDC.

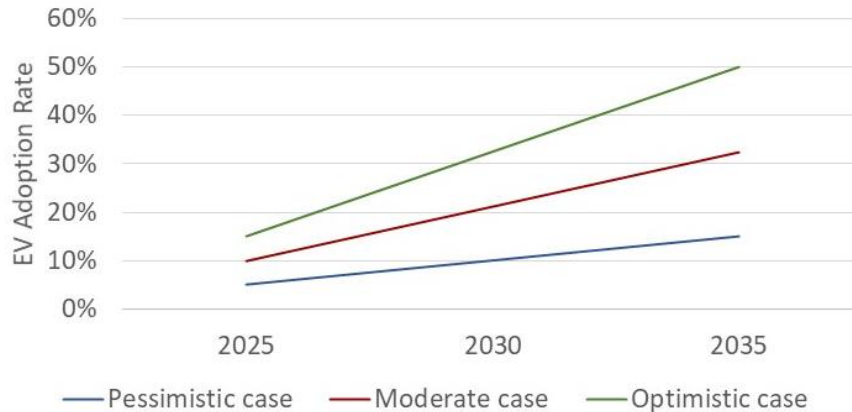


Figure 8: Projected EV Adoption Rate in Indiana. Source: Purdue University 2022.

A second study completed for Duke Energy considered two different EV penetration levels between 2030 and 2050. These scenarios include a “business as usual” scenario of modest EV penetration that is based on the Energy Information Administration’s (EIA) current estimates of future EV sales. The study also detailed a more aggressive scenario based on the EV penetration that would be required to get the state onto a trajectory to reduce light duty greenhouse gas emissions by 70-80% from current levels by 2050. Duke estimated EVs could reach from 6% (for the moderate scenario) to 95% (for the aggressive scenario) of the registered vehicles in Indiana by 2050²⁵. This wide range is consistent with Purdue’s findings that projecting future rates is difficult.

Indiana by the numbers:

- Percentage of registered vehicles that are EVs: 0.29%
- Total registered EVs: 17,900 (#25 state overall)
- Number of statewide charging stations: 415 (#29 overall)
- Number of charging ports (Level 2 and DCFC) per 100 EVs: 6.4 (#39 overall)
- Registration fees: As of 2023, fees are \$150 annual fee for EVs; \$50 for hybrids and PHEVs. The recently-passed 2023 Indiana House Bill (HB) 1050²⁶ indicates a fee increase in 2024 to \$214 for EVs and \$72 for hybrids. After 2024, HB 1050 specifies that fees will be indexed to inflation through changes in consumer price and individual personal income indices.

7.3.2 Grid Capacity

Purdue SPR 4509 concluded that grid management and renewable energy integration should be a high priority as EV adoption increases and especially, as electric commercial vehicle adoption increases. Other conclusions noted in this study²⁷ related to grid capacity include:

²⁵ M.J. Bradley & Associates. (2018). Electric vehicle cost-benefit analysis. Plug-in electric vehicle cost-benefit analysis: <https://mjbradley.com/sites/default/files/IN%20PEV%20CB%20Analysis%20FINAL.pdf>

²⁶ <https://iga.in.gov/legislative/2023/bills/house/1050/details>

²⁷ Konstantinou et al. A Strategic Assessment of Needs and Opportunities for Wider Adoption of Electric Vehicles in Indiana. February 14, 2022.

- With the current adoption rates, there is currently no need for major grid updates
- Close collaboration between utility companies and the public sector is crucial, especially in the future, with increased adoption rates
- Commercial fleet electrification was the main area for which stakeholders expressed concerns regarding future grid needs
- Grid management would be of high priority as EV adoption increases
- EVs should become a grid asset with technologies like vehicle-to-grid (V2G), on-site energy generation, and on-site energy storage
- Renewable energy should be an integral part of the transportation electrification process

7.3.3 Electric Utilities

Three types of electric utilities exist in Indiana:²⁸

- Investor-owned utility (IOU): private businesses with shareholders
- Municipal: owned and managed by cities and towns
- Rural Electric Membership Cooperatives (REMC): organizations where each customer is a voting member and an owner of the business

Oversight and regulation are provided by:

- OED (Indiana Office of Energy Development): OED focuses on energy planning with support for a strong and growing economy. OED was a member of INDOT's EV working group and an active participant in plan development.
- IURC (Indiana Utility Regulatory Commission): IURC ensures utilities provide safe and reliable service at just and reasonable rates. IURC was also a member of INDOT's EV working group.

There are 5 IOUs in Indiana²⁹:

- Northern Indiana Public Service Company (NIPSCO)
- AES Indiana (formerly Indianapolis Power and Light)
- Duke Energy Indiana
- CenterPoint Energy (Vectren)
- Indiana Michigan Power (I&M)

Thirty-eight rural electric distribution cooperatives operate in Indiana and generally receive generation and transmission electric services from either Hoosier Energy or Wabash Valley Power Alliance.^{30,31,32} Seventy-two municipally owned electric distribution utilities provide electricity in Indiana, and 60 receive generation and transmission services through the Indiana

²⁸ https://www.in.gov/iurc/files/IURC-Utility-Guide-LoRes_2-min.pdf

²⁹ <https://www.in.gov/oed/indianas-energy-landscape/electricity/investor-owned-utilities/>

³⁰ <https://www.hoosierenergy.com/about/>

³¹ <https://www.wvpa.com/who-we-are/>

³² <https://www.indianaec.org/who-we-are/members/>

Municipal Power Agency.^{33,34} The remaining municipally owned utilities have contractual arrangements with nearby investor-owned utilities for generation and transmission services.

Figure 9 provides a map showing the location of investor-owned, municipal, and REMC electric utilities in Indiana.³⁵

Indiana recognizes the critical role of the utility providers in the deployment of EV infrastructure and as such, made efforts to engage directly with the during the development of this plan. Many utilities are engaged in the deployment of EV infrastructure already through their partnership with IDEM and the VW-funded program. IDEM awarded the collaborative effort of eight utilities the most recent VW award for the deployment of sixty-one (61) DC Fast chargers. These projects are currently in various stages of progress from site host agreements through ground-breaking.

Following is a summary of INDOT’s outreach to utility providers:

- A May 2022 survey of Indiana’s utility companies yield four responses.
- Nine providers attended the three in-person meetings. Attendees at these meetings included:
 - Wabash Valley Power Alliance
 - Bartholomew County REMC
 - Fulton County REMC
 - Northeastern REMC
 - NiSource (NIPSCO)
 - Tipmont Wintek REMC
 - Clark County REMC
 - Hoosier Energy
 - Johnson County REMC
- One-on-one meetings, including:
 - Indiana Michigan Power
 - AES Indiana
 - IMPA
 - Duke Energy
- Engagement with utility advocates via in-person and virtual events, including:
 - Citizens Action Coalition (Virtual Open House Webinar and Plan Walk Through Webinar)

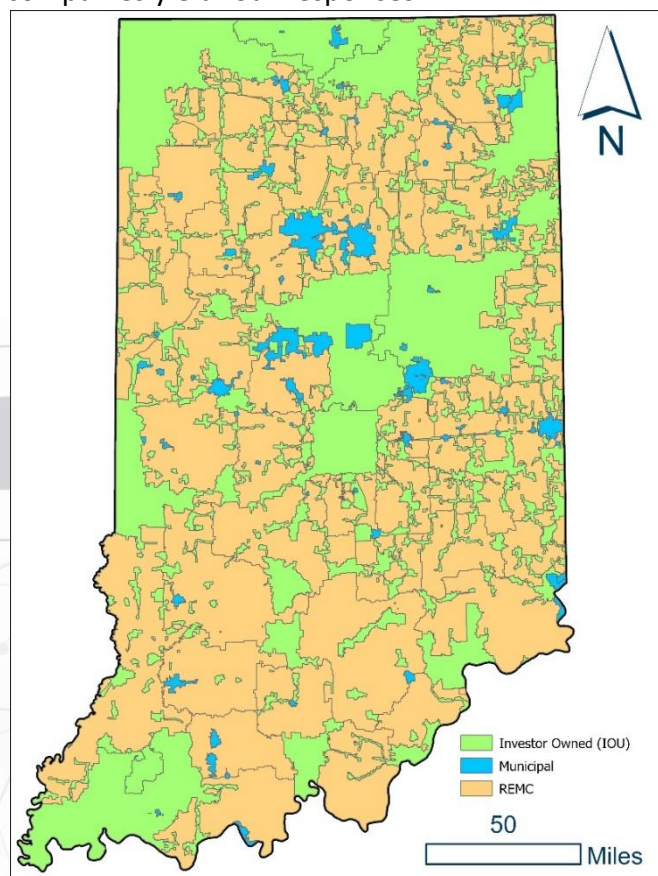


Figure 9: Utility Providers and Service Areas in Indiana

³³ <https://www.in.gov/iurc/energy-division/electricity-industry/>

³⁴ <https://www.impa.com/about-impa>

³⁵ https://maps.indiana.edu/previewMaps/Infrastructure/Energy_Electric_Service_Territories.html

- Indiana Utility Regulatory Commission (Virtual Open House Webinar)
- Indiana Office of Utility Consumer Councilor (Plan Walk Through Webinar)
- Engagement with an additional 17 utilities through direct outreach
- Engagement with utilities via participation in VW charging station webinars
- May 2023 utility engagement webinar to inform and prepare utilities for the August 2023 RFP

Key feedback noted during these exchanges is summarized below:

- Some but not all utilities noted a willingness and ability to provide local match. Some utilities are proceeding with owning and operating the initial charging stations implanted within the DCFC Utility Group Grant Project funded through the VW settlement. The amount of utility investment would determine if PUC action would be a requirement prior to proceeding going forward.
- All providers expressed that utility groups should be communicated with early and often for EVSE Installation projects, noting that 24-month or more advance notice would be ideal. The information requested relating to installation projects includes expected load, long term plan, on peak off peak charging times, staged/all on/all off, the anticipated use of the installed infrastructure, and the exact location of proposed stations. A clear timeline for the EV charger in-service date would be beneficial since some electrical components, such as transformers, have substantial lead times (over 1 year).
- Normally new utility-owned lines and equipment will be installed by the company at no cost to the customer, provided that the total estimated cost of the installation does not exceed the estimated revenue for the first 2½ years. If the estimated cost of the installation exceeds the estimated revenue, the customer must pay the difference in advance of construction.
- Utilities estimated investment between \$50,000 to \$125,000 to serve 600kW per station with locations requiring significant system upgrades totaling greater than \$1 million. Upgrades could include new transformers, trenching, concrete/asphalt work, conduit, underground vaults, new conductor, and other miscellaneous equipment to serve the DCFC. Respondents expressed they would not deny an installation from proceeding. However, as expressed above, costs may be prohibitive for the prospective customer at certain locations.
- Most utilities are considering load balances to encourage charging during off-peak times and some are also planning to use metering infrastructure to allow for more load balancing capabilities for customers. There is interest in exploring off-peak pricing offers through pilot efforts.
- There are resiliency efforts underway across the various utilities in the state. For example:
 - AES Indiana is investing 1.2 billion dollars in grid modernization upgrades to support future load growth and reliability.
 - Duke Energy Indiana is wrapping up a \$1.4 billion first round investment in infrastructure, with plans in place to begin, in 2024, a second round of

investments over six years and worth 2.1 billion dollars, with \$158 million dedicated toward economic development. Other efforts at Duke include:

- Duke Energy has multiple battery storage locations in service today, including three in Indiana and roughly 10 more within its other regulated service territories.
- Duke Energy's proposal at the IURC to study and support V2G for school buses and a pilot to test various off-peak pricing offers was just approved.
- Since 2016, NIPSCO has been investing a total of 2.89 billion dollars across two separate plans, which spreads across a decade ending in 2026.
- CenterPoint Energy Indiana (formerly Vectren) is engaged in a seven-year, \$446 million effort to upgrade infrastructure and reaffirm reliability across its southwest Indiana footprint, which will conclude in 2024.
- From a DCFC infrastructure standpoint, the utilities believe weather related resiliency should be one among many factors taken into consideration when issuing an RFP for equipment.
- Coordinated group conversations and an information portal were suggested to improve collaboration between DOTs, EV charging station providers, businesses, broadband companies, and utility companies. Like INDOT's permitting portal, this approach would allow all groups to receive the same information in a timely manner.
- It was noted that maps showing three-phase power in utility service areas are proprietary and are not shared externally.



7.4 State Travel Patterns, Public Transportation Needs, Freight and Other Supply Chain Needs

7.4.1 Light-Duty Vehicle / Passenger Travel

Annual average daily traffic (AADT) patterns mimic the distribution of land use and population density in the state, exceeding 47,000 vehicles per day in and around urbanized areas. AADT as of 2019 is shown in Figure 10.

7.4.2 EV Passenger Travel

Purdue analyzed the number of trips and the dwell time at all interchanges along Indiana's AFCs using a third-party data set. The top 50 interchanges (as of May 2022) are shown in Figure 11 and Figure 12. Purdue's methodology for this analysis is described in more detail in the September 2021 Journal of Transportation Technologies article. The analysis and results include trips for EV and hybrid vehicles (HV). As expected, the traffic volumes coincide with incorporated, population dense areas.

Table 8 below shows the number of trips and dwell sessions for each of Indiana's AFCs.

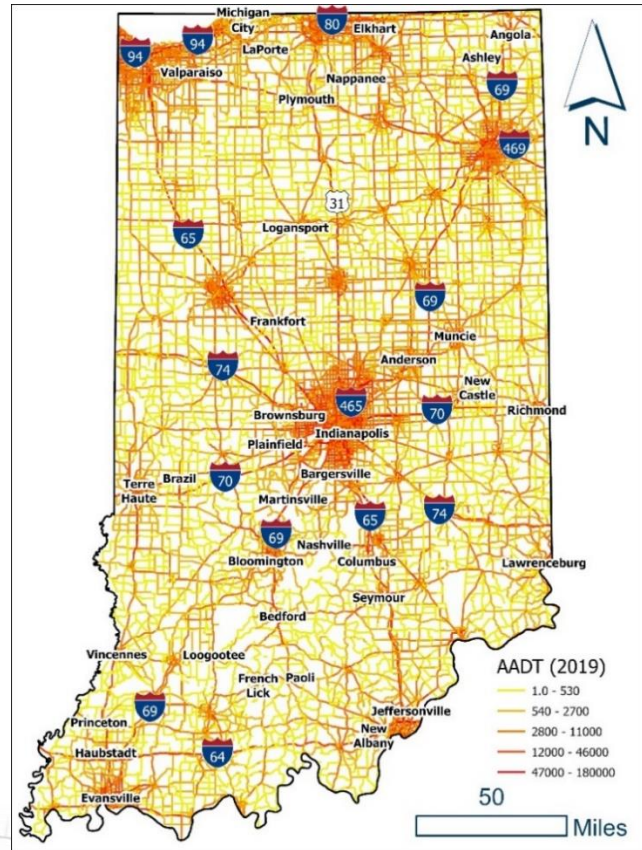


Figure 10: 2019 Travel Patterns (Annual Average Daily Trips) (Source: INDOT)

Table 8: Number of Trips and Dwell Sessions by AFC, May 2022 (Source: Purdue University)

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

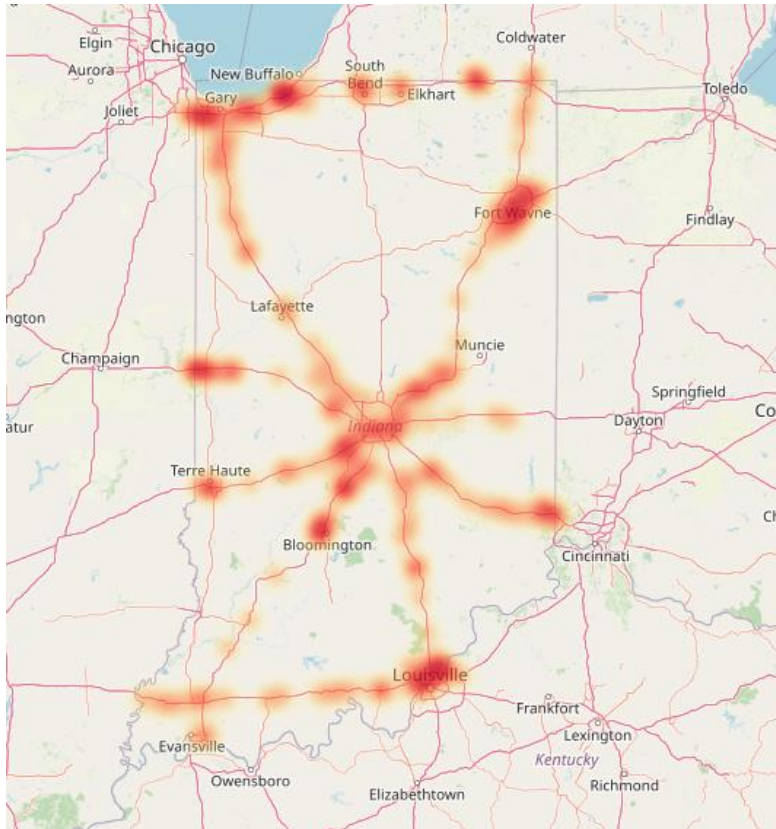


Figure 11: Heatmap of Sampled Connected Vehicle Dwell Sessions (5 mins – 3 hours) for Indiana’s Interstate System (Source: Purdue University)

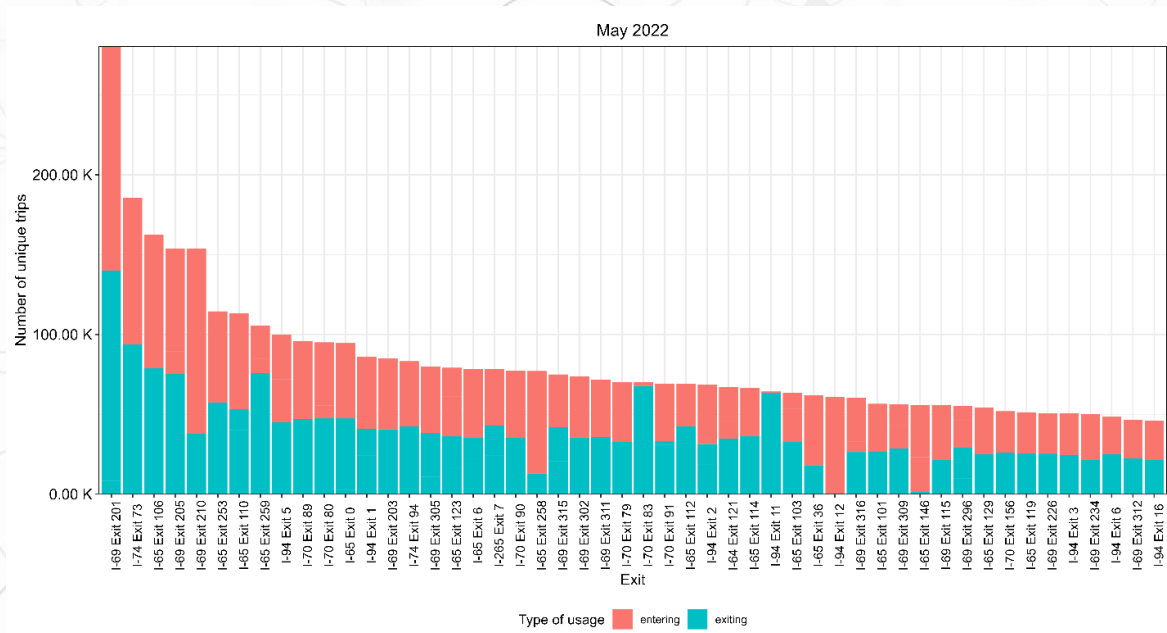


Figure 12: Top 50 Exits Utilized by Sampled Connected Vehicles on Indiana’s Interstate System (Source: Purdue University)

7.4.3 Public Transportation Considerations

There are 63 public transportation providers in the state of Indiana.³⁶ Major public providers that participated in planning process are listed below along with a brief description of their service area and electrification activities:

- **IndyGo:** IndyGo is striving to become one of the most electrified transit systems in the Midwest.³⁷ IndyGo currently has 31 electric buses running on its express bus rapid transit (BRT) Red Line. The Red Line is the longest electric bus line in the Midwest. There was a plan for Indianapolis to switch to an entirely electric fleet of public buses by 2035, but this is currently in question due to problems with range. There are also discussions for the upcoming Purple Line addition to the BRT, which is likely to add 30 electric buses. The Blue BRT line is currently in planning and is also likely to be electric or alternative fuel. IndyGo is exploring the potential of wireless/inductive charging capabilities³⁸ as well as other alternative fuel solutions such as hydrogen. In July 2021, IndyGo and Allison Transmission announced a partnership to deliver 24 electric hybrid buses to the agency for non-BRT service lines, with initial delivery in June 2022.³⁹
- **Bloomington Transit** has received public funding to electrify buses in their fleet. The current fleet consists of 80% diesel vehicles and 20% hybrid. In August 2020, the Federal Transit Administration awarded the local public transit system \$3.2 million to purchase electric buses and charging stations, which would allow the city to purchase four buses. As of March 2022, the city has only purchased two and plans to electrify 60% of the fleet by 2030.⁴⁰

Regarding other public transportation efforts around the state, different local EV projects have been initiated. Some relevant highlights include:

- The Indianapolis airport operates nine electric buses serving passengers between the ground transportation center and long-term parking. Buses can handle about 120 miles, which allows an eight to 12-hour shift (Indianapolis International Airport, 2017). Their charging time is about six hours. This project is supported by Federal grants (\$3.6M) under the ZEV program along with IDEM's VW trust program awards. In addition to the EV charging stations already on-site for traveler's use, the Indianapolis airport is also installing charging equipment in the cargo handling bays for airline use starting with the VW trust funded project with United Airlines transitioning at least eight cargo "tugs" from diesel to electric.

³⁶ <https://www.in.gov/indot/multimodal/transit/indiana-public-transit-systems/>

³⁷ <https://grist.org/sponsored/beyond-the-line-how-an-all-electric-bus-rapid-transit-system-is-transforming-indianapolis/>

³⁸ <https://www.indygo.net/indygo-implements-inductive-charging-along-the-red-line-to-charge-buses-en-route/>

³⁹ <https://www.indygo.net/next-generation-electric-hybrid-buses-featuring-allison-transmissions-egen-flex-arrive-at-indygo/>

⁴⁰ <https://www.heraldtimesonline.com/story/news/local/2022/09/26/bloomington-transit-bus-electric-buses-micro-transit-app/65459214007/>

- Bargersville police department is among the first to implement EVs into its fleet. The fleet includes a 2019 Tesla Model 3 car (May & Clark, 2021). It has been reported that the car will save the department more than \$20,000 over the next six years.
- In early 2019, the city of Carmel’s police department began switching its fleet of patrol cars from regular gasoline powered vehicles to Ford hybrid interceptors (Carmel Indiana, 2019). This will provide annual savings of nearly \$400,000 once the entire 130-car fleet is replaced. There is also a plan to add 41 hybrid police patrol vehicles.

7.4.4 Freight Considerations

INDOT recently published its 2023 Multimodal Freight and Mobility Plan in May 2023. The plan reflects the following key statistics regarding freight – specifically highway – in the state of Indiana:

- Indiana ranks first in the U.S. with 13 pass-through interstates.
- 7.7 billion freight vehicle miles traveled along state-owned roads in 2015. This is projected to grow to 10.7 billion in 2045
- By 2045, freight traffic is expected to increase substantially on state routes and U.S. highways with growth along key freight corridors in the state. The state’s highway freight corridors are shown in Figure 13 and projected 2045 truck volumes are shown in Figure 14.

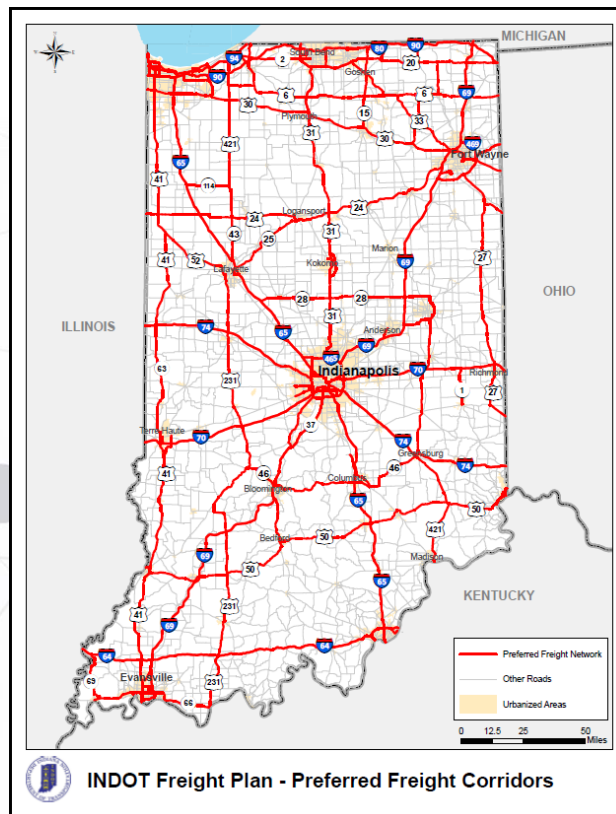


Figure 13: Indiana’s Highway Freight Corridors⁴¹

⁴¹ https://www.in.gov/indot/files/Indiana-Multimodal-Freight-and-Mobility-Plan_Report.pdf

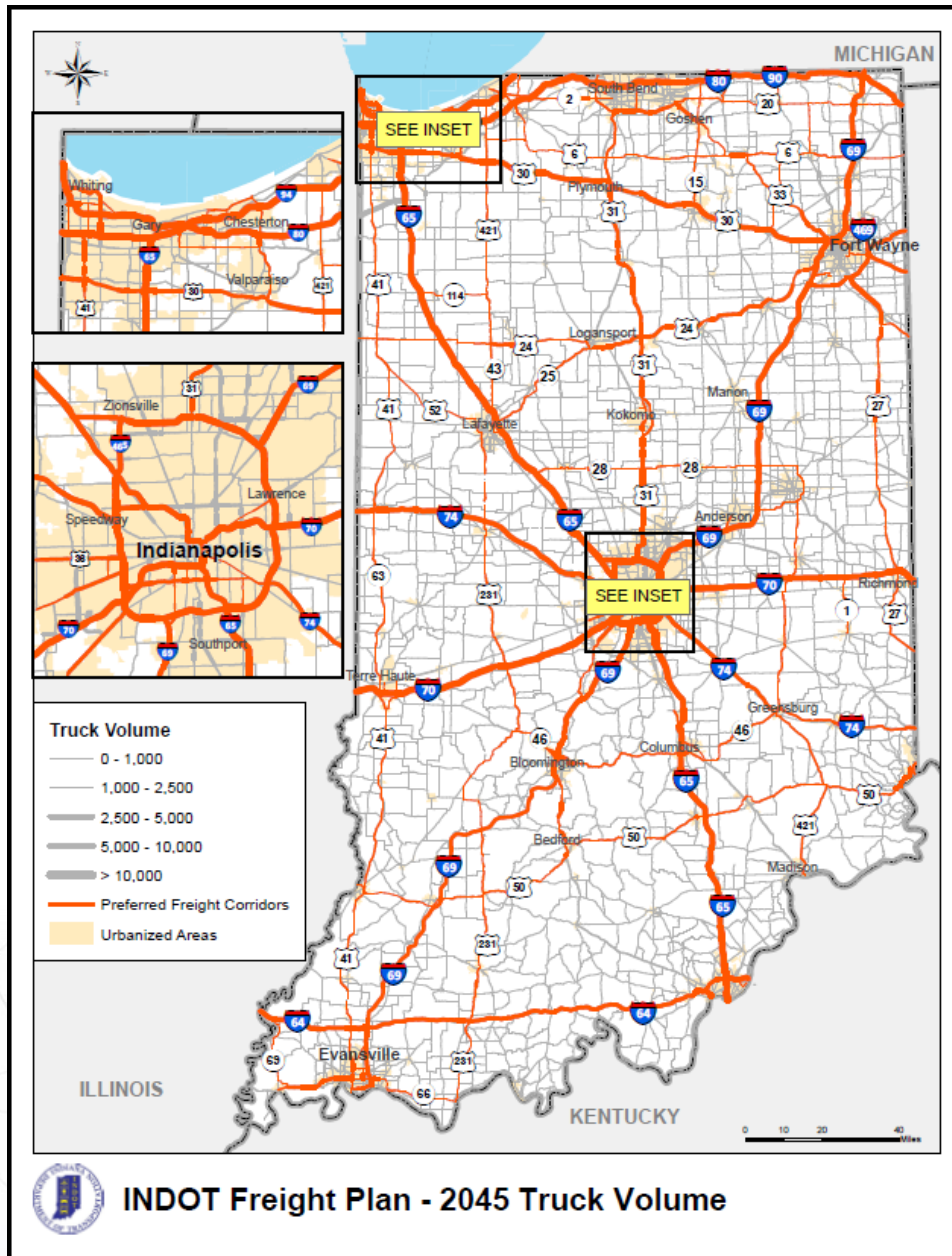


Figure 14: Projected Daily Truck Traffic (2045) (Source: 2023 INDOT Freight Plan)

INDOT has identified several EV considerations for freight vehicles through stakeholder engagement. Examples include the location and design of the charging infrastructure that should be considered as part of the NEVI program. The issues mainly revolve around designing with commercial vehicles (especially heavy-duty vehicles, HDV) in mind to future proof the EVSE equipment and station design as well as the power sources that they rely on. For this reason, future-proofing for freight vehicles has been included as a scoring section in the RFP.

The focus on HDVs assumes that a majority of light- and medium-duty fleet and freight EVs that perform local delivery and service would be charged via on-premise infrastructure, whether Level 2 or DC fast chargers.

These considerations include:

- Proximity to freight related infrastructure such as ports, distribution centers, warehouses, and rail yards.
- Gathering and prioritizing the needs of HDV charging (such as turning radius, truck parking, amenities for fleet operators) to identify if and where these needs can be accommodated in candidate charging station design.
- Deployment of higher power DC Fast Charging, where supported by current and future demand, to accommodate CV needs as technology evolves.
- Incentive programs that accommodate CVs as well as infrastructure and light duty vehicles.
- Utility-related considerations⁴², including:
 - Prioritizing DER and DERMS (Distributed Energy Resource Management System) installation requirements at public and private charging locations to support local utility grid resiliency and reliability.
 - Working with utility and charging providers to develop EV charging policies that support commercial vehicle needs including rate design (reduces cost per kWh) and make-ready and charger incentive programs that decrease the cost of infrastructure development.
 - Prioritizing utility upgrades at some candidate locations (based on anticipated EV HDV adoption) by incentivizing innovative infrastructure solutions such as load monitoring software to prevent peak loading, which results in demand fees, and to manage energy requirements for commercial EV charging.

7.5 AFC – Alternative Fuel Corridor Networks

Figure 15 shows the AFCs in Indiana. Seven of Indiana’s primary interstates (I-64, I-65, I-69, I-70, I-74, I-80, I-94), four auxiliary interstates (I-265, I-275, I-465 and I-469) and one US route (US-31) are AFCs. As part of the most recent round of AFC nominations, Indiana is nominating the US 30 corridor across Northern Indiana for AFC consideration, the US 50 corridor across Southern Indiana, the US 41/SR 63 corridor along Western Indiana, the Lloyd Expressway in Evansville, and portions of US 36 and US 40 in the Indianapolis metro area.

⁴² <http://www.calstart.org/>



Figure 15: Indiana AFCs

7.6 Existing Locations of Charging Infrastructure Along AFCs

Indiana's EVs are currently served by the state's 415 public charging stations and 1134 charging outlets (includes proprietary and non-proprietary providers, see Table 9). These charging stations include DC fast and level 2. These numbers refer to charging stations with public access that can be Federal or state government owned, jointly owned, local/municipal government owned, privately owned, or utility owned. The charging stations are either non-networked or networked with one of the following EV networks: AmpUp, Blink, ChargeLab, ChargePoint, Electrify America, EV Connect, EVgo, FLO, SemaCharge, Shell Recharge, Tesla, and Volta.⁴³

Information dissemination regarding the availability of the current charging station network is available through individual providers. General station information is available through third-party sites such as PlugShare and ChargeHub, through utility providers (such as AES), and on the

⁴³ Alternative Fuels Data Center, n.d.-c.

AFDC fuel corridors page.⁴⁴ These sites do not necessarily provide data on availability or reliability of the existing infrastructure.

Table 9: EV charging stations and outlets in Indiana (as of 6/21/2023)

	Level 2	DCFC	Level 2 + DCFC	Total
Stations	345	57	13	415
Non-Proprietary	304	24	13	341
Proprietary	41	33	0	74
Outlets	762	372	N/A	1134
Non-Proprietary	622	78	N/A	700
Proprietary	140	294	N/A </td <td>434</td>	434

Regarding Tesla specifically, engagement with Tesla indicates the potential for some of these stations to be opened for public use. Therefore, Figure 16 contains the current locations of Tesla stations. This information also carries through to Chapter 8, where the table of candidate locations identifies overlap with a current Tesla station. These locations may be opportunities to leverage Tesla infrastructure if it is opened to the public during program implementation.

When removing proprietary infrastructure, there are currently 342 Level 2 and DC Fast Charging stations around the state, as shown in the first map of Figure 17. Of these, 35 stations are DC Fast charging stations. Of those, 5 stations are NEVI compliant (located within 1 mile off an AFC). These stations are shown in the third map in Figure 17. These five stations, all within the Electrify America charging network tentatively meet requirements in 23 CFR 680.⁴⁵ INDOT intends to ensure that these stations are NEVI-compliant and credit them toward full build-out of the charging network. A list of all charging stations (both NEVI-compliant and non-compliant) along AFCs are given in Appendix B. Figure 18 shows the coverage area of the existing five NEVI-compliant charging stations. The shaded areas represent the 50-mile driving range of each station.

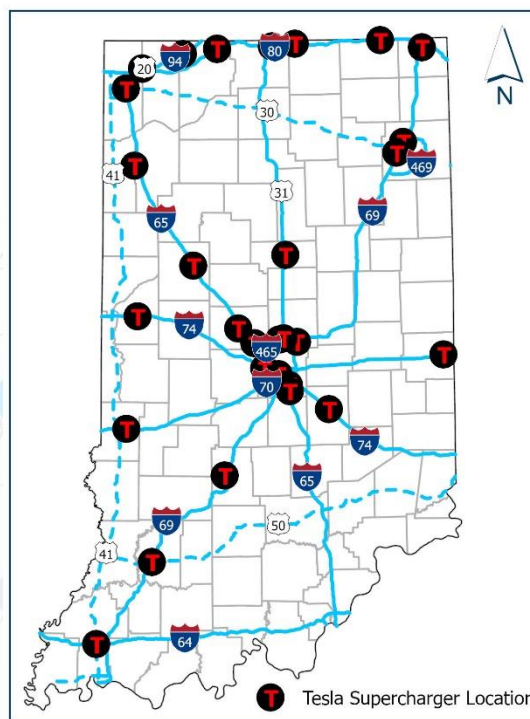


Figure 16: Tesla Supercharger Locations

⁴⁴ <https://afdc.energy.gov/stations/#/corridors>

⁴⁵ Based on NEVI requirements for the number of DCFC ports, maximum 1-mile distance to AFC, 24-hour/7 day per week access, and no access restrictions. Does not consider other requirements that lack readily available public data, such as charger uptime, cybersecurity procedures, payment options, etc.

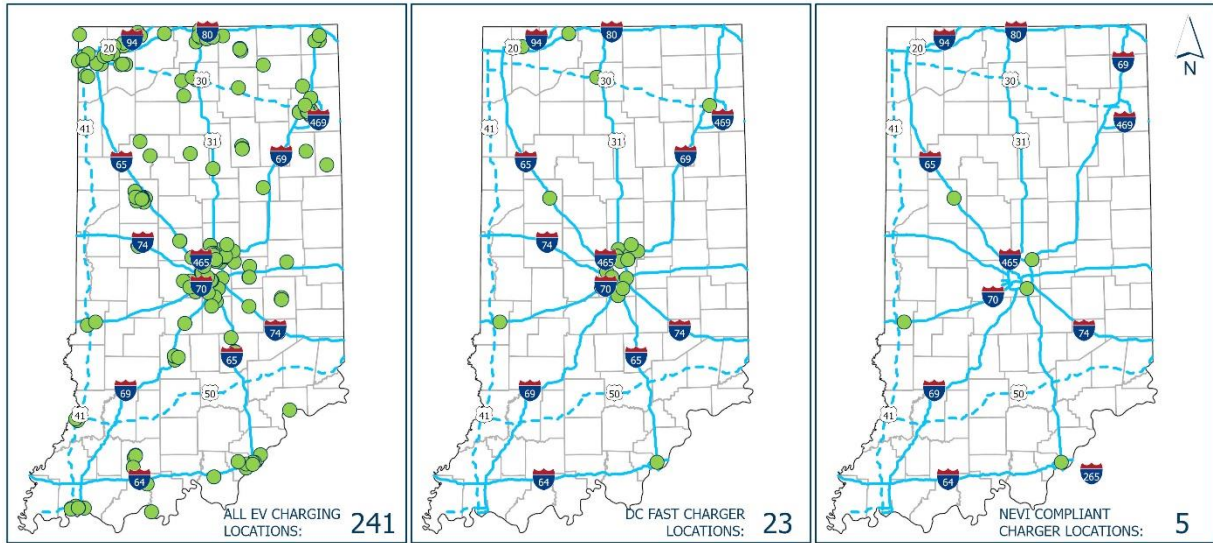


Figure 17: Location of Existing EV Charging Infrastructure in Indiana (Level 2, DC Fast Chargers, NEVI-Compliant DC Fast Chargers) (as of 6/21/2023)

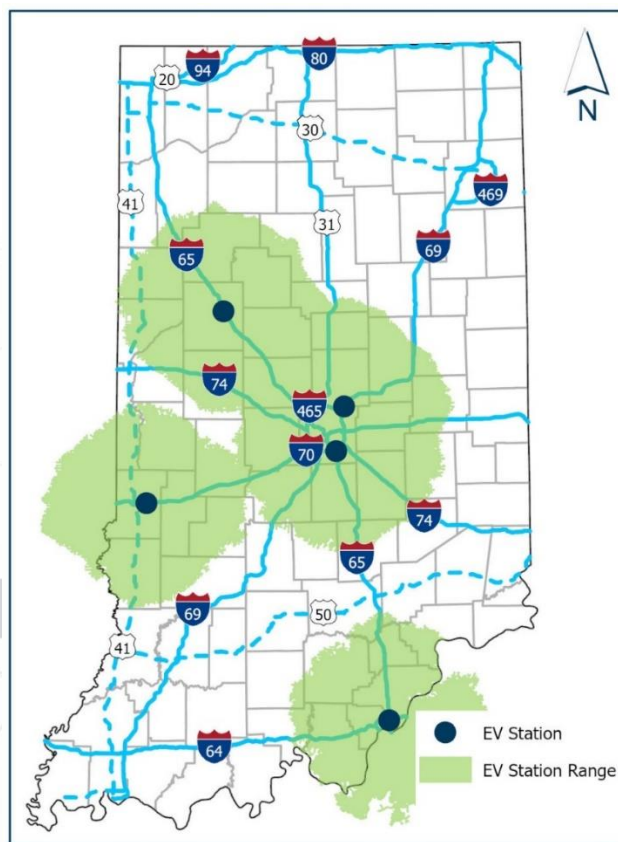


Figure 18: Coverage of Existing NEVI-Compliant Charging Stations

7.7 Known Risks and Challenges

This section defines the known risks and challenges in this early stage of Indiana’s EV infrastructure deployment planning. The risks and challenges warrant additional research to identify the likelihood of occurring, impacts, and mitigation strategies. INDOT will complete its risk assessment process prior to the finalization of any contracts awarded through the ongoing RFP process.

Known risks and challenges include:

- Availability and readiness of power to candidate charging locations in terms of:
 - Availability of three phase power at candidate locations
 - Utility coordination and transmission facilities direct to the site
 - Support and resiliency of the distribution networks and substation to the power providing companies
 - Aligning EV charging infrastructure deployment with planned utility upgrades throughout the state
- Overbuilding infrastructure where demand has not indicated a significant need (for either the number of sites or amount of power being provided), especially in rural areas
- Effective management of stakeholder coordination. This is a broad risk that affects many areas including:
 - Final, specific site selection
 - Roles and responsibilities for stakeholders, including site hosts, site operators, Tier 1 and Tier 2 suppliers, utility companies, O&M staff, etc.
 - Definition of equity-related outcomes and benefits
- Uncertainty and availability of technology with respect to EVSE:
 - Potential for rapid technology change in EVSE
 - Ability to meet Buy America requirements for required equipment given INDOT and their state agency partners to utilize U.S. made supply equipment.
 - IEDC, a state agency partner, indicated in their draft plan review the priority of the BuyAmerica requirement, a priority shared by other state agency partners. A commitment to U.S. made equipment will be carried forward into procurement, and Indiana does not intend to seek exceptions to the requirement, if this is considered by the Joint Office.
 - Uncertain availability of EVSE and associated components (such as microchips, conduit, fiber, and transformers) due to supply chain issues and increased demand

8 EV Charging Infrastructure Deployment

Indiana’s plan will leverage the available funding of over \$99M (\$99,605,738) in formula funding to deploy the appropriate number of stations that satisfy both Federal and state priorities. As discussed in Chapter 5, INDOT will release an RFP for implementation, operations, and maintenance of candidate charging sites. INDOT’s objective is to implement an appropriate number of stations with an effective strategy for operations and maintenance so that Indiana’s network of charging infrastructure may self-sustain at the end of the five-year formula

program. This section outlines the various elements of deployment Indiana has begun and will continue to work through.

8.1 Overview

Currently, deployment of EV charging infrastructure aims to take advantage of Federal NEVI funding, private and local funding, and funding from the VW settlement. Furthermore, relevant state regional and local policies regarding EV charging infrastructure are discussed below. INDOT will reference these policies as required during contracting, procurement, and plan updates.

8.1.1 Funding

NEVI program guidance requires 20 percent non-Federal match for the formula funds. As described in the contracting section above, Indiana will require leveraging private-sector matching funds as part of a competitive selection process. During the final scoring process of INDOT's outstanding RFP, proposing teams will be evaluated on how they plan to meet or surpass the 20-percent requirement.

INDOT will continue to engage with local, utility, and MPO leadership to identify and understand interest in these entities contributing to the 20% non-Federal match requirements. During initial stakeholder engagement activities, some of these entities indicated interest in a financial investment in EV charging infrastructure. The RFP requests that proposing teams indicate additional funding sources that may be used to meet the 20% match. These opportunities are potential sources that teams may utilize to meet/exceed the required match.

Furthermore, Indiana will continue to coordinate with the VW-funded charging infrastructure deployments. If the timing and location of the planned stations align with candidate locations contained in this plan, there may be opportunity to leverage this funding to upgrade some of these deployments. As with the availability of local entities, MPOs, or utility companies, INDOT will continue to coordinate with the VW-funded projects to identify opportunities for project and potentially funding alignment. Any alignment between the VW-funded stations and the candidate locations shown later in this chapter is also noted in Table 11.

8.1.2 State Policies Related to EV

- States legislature
 - HB 1221 – Electric Vehicles and Electricity Pricing (signed into law March 2022. Public Law 94.)
 - HB 1220 – Establishes the 21st Century Energy Policy Development Taskforce (signed into law April 2021. Public Law 131.)
 - HB 1168 – Establishes the Indiana EV Product Commission (signed into law April 2021. Public Law 128.)
 - HB 1050 – Indexes EV and hybrid vehicle fees to inflation (signed into law May 2023. Public Law 211.)
- Utilities
 - Indiana is a traditional utility regulation state, meaning state laws allow energy public utility monopolies and provide for regulatory oversight. With this

exclusive service territory for utilities, comes an obligation to meet all requests for service within a utility's service territory with prices, terms, and conditions of service set by the regulatory agency. In Indiana, the regulatory agency is known as the Indiana Utility Regulatory Commission (IURC).⁴⁶

8.1.3 Regional Policies Related to EV

INDOT will continue engagement with external partners to collaborate on regional policy and continue coordination of EV infrastructure buildout. These efforts will include:

- Continued work with REV Midwest Coalition. The REV Midwest Coalition is an MOU between the states of Illinois, Indiana, Minnesota, Michigan, and Wisconsin signed in September 2021 that creates a regional framework to accelerate vehicle electrification in the Midwest. REV Midwest provides the foundation for cooperation on fleet electrification along key commercial corridors to safeguard economic security, reduce harmful emissions, improve public health, and advance innovation. REV Midwest will future proof the region's manufacturing, logistics, and transportation leadership and position the region to realize additional economic opportunity in clean energy manufacturing and deployment.
- Continued participation in Mid-America Association of State Transportation Officials (MAASTO), especially the EV working group. This engagement has been ongoing and will continue to share best practices and lessons learned while understanding the progress of member states as they work toward implementation of NEVI-compliant infrastructure build out.
- Continued work with the Lake Michigan Electric Vehicle (EV) Circuit Tour. Established through an MOU, this tour is a multistate collaboration project between Illinois, Indiana, Michigan, and Wisconsin to build the best new road-trip for EV drivers in America. The states will work together with a united effort to design, facilitate the development, maintenance, and marketing of a scenic route with reliable light-duty vehicle charging options along the Lake Michigan coastline (the "Lake Michigan EV Circuit Tour"). The Lake Michigan EV Circuit Tour will target electric vehicle service equipment (EVSE) installations at key coastal communities and tourism attractions such as event venues, parks, lighthouses, resorts, lodging, eateries, and small businesses. The Tour's main goal is to link the new EVSE sites together with existing charging infrastructure networks at tourist attractions in population centers along the Lake Michigan EV Circuit Tour route.
- With initial one-on-one meetings held with Indiana's immediate neighboring states during the development of this plan, INDOT will also plan for regular coordination calls (at least annually) with border states Michigan, Ohio, Kentucky, and Illinois. The purpose of these calls will be to continue coordination on site selection to ensure proper placement of infrastructure.

⁴⁶ <https://indianaenergy.org/energy-overview-public-utility/>

8.1.4 Local Policies Related to EV

Local policies will be reviewed with respect to the zoning and permitting required for the final sites that are selected. As such, stakeholder engagement with these entities will continue during the planning process as site selection proceeds. INDOT has compiled a list of example local policies that represent both best practices and roadblocks that can require additional time to resolve. These examples provide a representative sample of local policies that deployment teams can expect to encounter:

- Examples of supportive policies:
 - City of Bloomington Climate Action Plan EV goals: Strategy TL 2-B: Support and encourage electric vehicle and alternative fuel (hybrid/ hybrid electric, plug-in hybrid electric) vehicle adoption citywide.⁴⁷
 - Bloomington MPO 2045 Metropolitan Transportation Plan "The community further supports the installation of additional electric vehicle charging stations within the urban area in preparation for a new generation of personal, commercial, and fleet vehicles."⁴⁸
 - Unified Development Ordinance⁴⁹
- Example of local funding sources:
 - Local Income Tax⁵⁰
 - Local Infrastructure Bonds⁵¹

8.2 Planned Charging Stations

The current status of charging station buildout in Indiana involves work through the NEVI program and complementary efforts pursued through VW settlement funds. As the VW settlement fund is older than NEVI, charging infrastructure deployment with VW dollars is more advanced than through the NEVI program. However, the VW program is more limited, and not all VW sites will be NEVI-compliant without additional funding. As such, it is anticipated that some VW sites may submit proposals for upgrades to full NEVI status to the NEVI procurement process. Any VW sites that apply for funding will be evaluated on the same basis as non-VW sites in order to ensure an open, fair, competitive procurement process.

8.2.1 Volkswagen mitigation Settlement Fund Sites

The Volkswagen (VW) Mitigation Settlement fund is overseen in Indiana by the Indiana Department of Environmental Management (IDEM). The Indiana VW Committee was formed in 2017 to help disburse Indiana's share of the funds from Volkswagen's settlement over clean air violations. While most of those funds were earmarked to be used for HDVs — such as electric school buses, city buses, and heavy-duty trucks — states were able to designate up to 15% for

⁴⁷ [City of Bloomington Climate Action Plan EV goals](#)

⁴⁸ [Bloomington MPO 2045 Metropolitan Transportation Plan](#)

⁴⁹ [Unified Development Ordinance](#)

⁵⁰ [Local Income Tax](#)

⁵¹ [Local Infrastructure Bonds](#)

EV charging infrastructure. Indiana dedicated the full 15%, or \$6.15 million to charging infrastructure, awarding \$600,000 for level 2 chargers and \$5.5 million for DC fast chargers.

Procurement for the VW program was completed in 2022, and negotiations have been ongoing. These involve determination of specific locations of charging stations, site hosts, and EV charging network providers. High-level information on these sites is presented in Figure 19 and Table 10. For stations that have executed site host agreements, charging equipment began delivery in June and July 2023. Installation will begin in fall 2023 and continue through 2024.

VW settlement funds will be used to deploy an additional 54 stations beginning in 2023 with full buildout expected to be completed by 2024. The planned locations of these stations are shown in Figure 19.

Additionally, there is private investment that continues to take place. These deployments will be further pinpointed to understand the specific power and design considerations of these stations. For example, Chase Bank announced in April 2022 that they will pilot electric vehicle charging stations at 50 of its branches this summer, including in Indiana, Illinois, and California, among others, providing access to 100kW and 350kW chargers. These stations are expected to be operational by the end of 2023, although details about the number of stations and their location in Indiana is not yet public information.⁵²

⁵² <https://www.insideindianabusiness.com/articles/chase-to-pilot-electric-vehicle-charging-stations>

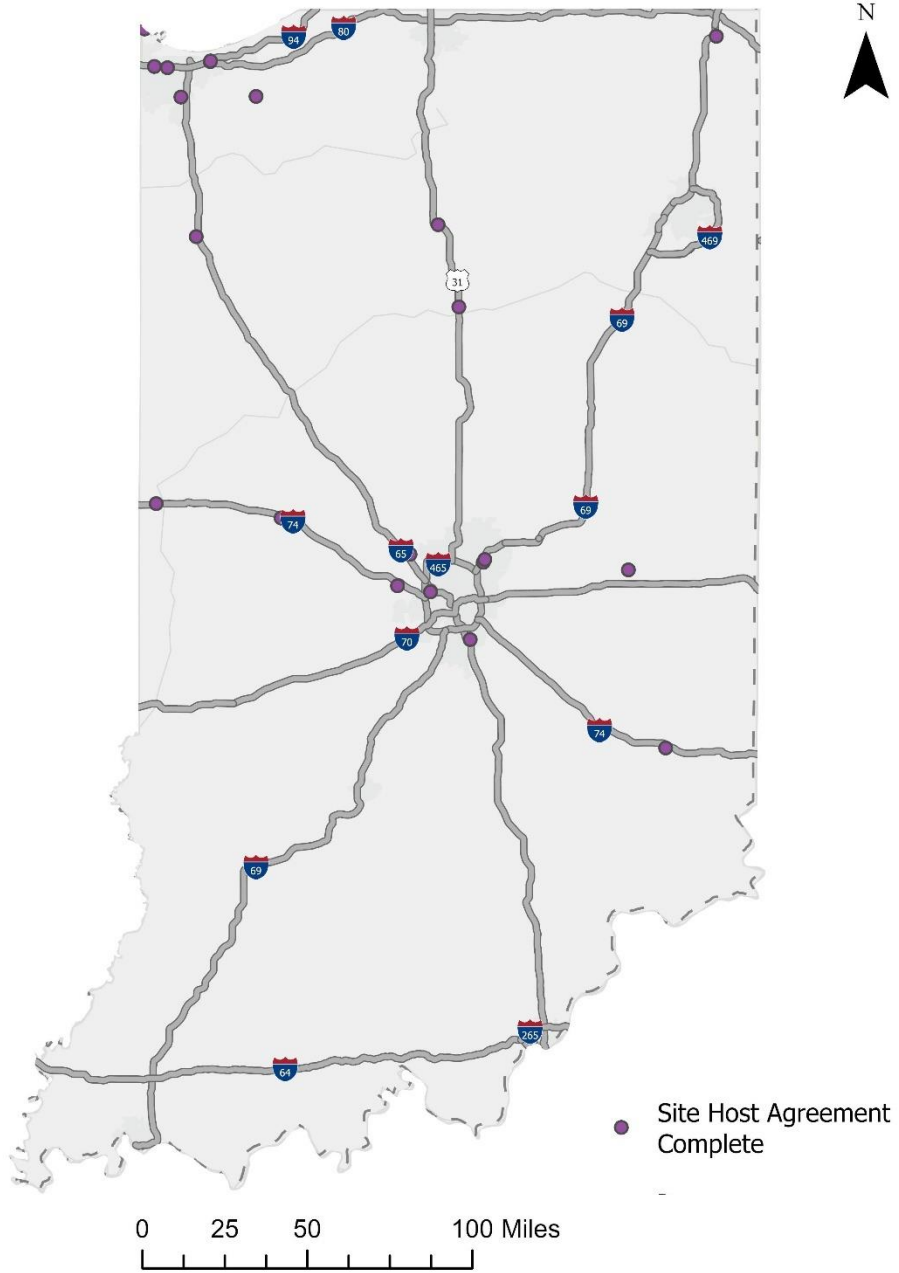


Figure 19: VW sites where the site host agreement has been completed



Table 10: IDEM/Indiana Utility Group - Volkswagen Master EV Fast Charge List - Updated 4/11/2023⁵³

Site #	City	Address	Utility	Amenities	Site Host	Site Host Agreement Executed	Network Provider
1	Angola	2990 N Wayne St	NIPSCO	Grocery, Gas Station, Restaurant	Meijer	Y	Shell Recharge
2	Merrillville	611 US-30	NIPSCO	Grocery, Restaurants	Meijer	Y	Shell Recharge
3	Valparaiso	405 Porters Vale Blvd	NIPSCO	Grocery, Gas Station, Restaurant, Retail	Meijer	Y	Shell Recharge
4	Portage	George Ade Travel Plaza Eastbound Indiana Toll Rd, MM23	NIPSCO	Gas Station, Restaurant Visitor center	Toll Road	Y	Shell Recharge
5	Portage	J.T. McCutcheon Travel Plaza Westbound Indiana Toll Rd, MM23	NIPSCO	Gas Station, Restaurant Visitor center	Toll Road	Y	Shell Recharge
6	Hammond	777 Casino Center Dr	NIPSCO	Restaurant, Hotel, Beach, Casino	Horseshoe Casino	Y	Shell Recharge
7	Gary	5400 W 29th Ave	NIPSCO	Restaurants, Gas Stations, Casino	Hard Rock Casino	Y	Shell Recharge
8	Chesterton	--	NIPSCO	Grocery, Gas Station, Restaurants	--	In process	--
10	Hammond	7770 Corinne Dr	NIPSCO	Restaurants, Visitor Center	South Shore Convention & Visitors Center	Y	Shell Recharge
11	Crawfordsville	2501 Lafayette Rd	CEL&P	Restaurants, Hotels, Gas Stations	Midwest Clean Fuels/Sunoco Station	Y	Shell Recharge

⁵³ **No NEVI funds have been used or allocated to any VW sites as of this plan update.** Addresses, site hosts, and network providers have been redacted for locations where the site host agreement has not yet been executed.

Site #	City	Address	Utility	Amenities	Site Host	Site Host Agreement Executed	Network Provider
12	Indianapolis	--	AES Indiana	Convenience Store; Gas Station	--	N	--
13	Indianapolis	--	AES Indiana	Convenience Store; Gas Station	--	N	--
14	Indianapolis	--	AES Indiana	Convenience Store; Gas Station	--	N	--
15	Indianapolis	--	AES Indiana	Convenience Store; Gas Station	--	N	--
16	Indianapolis	5325 E Southport Rd	AES Indiana	Grocery	Meijer	Y	Shell Recharge
17	Indianapolis	8375 E 96th St	AES Indiana	Grocery	Meijer	Y	Shell Recharge
18	Indianapolis	5349 W Pike Plaza Rd	AES Indiana	Grocery	Meijer	Y	Shell Recharge
19	Indianapolis	--	AES Indiana	Convenience Store; Gas Station	--	N	--
20	Peru	2916 W 100 N	WVPA	Convenience Store; Gas Station, Restaurant	JJs Travel Plaza	Y	Shell Recharge
21	Covington	16501 IN-63	WVPA	Convenience Store; Gas Station, Restaurant	The Beef House	Y	Shell Recharge
22	Zionsville	6650 Whitestown Pkwy	WVPA	Grocery, Gas Station, Restaurants, Retail, Convenience Store	Meijer	Y	Shell Recharge
23	Fair Oaks	856 N 600 E	WVPA	Convenience Store; Gas Station, Restaurant, Hotel	Fair Oaks Farm	Y	Shell Recharge
30	Rochester	2260 Main St	DUKE	Gas Station, Restaurants, Retail	AG Technologies	Y	EV Connect
31	Kokomo	1815 E Morgan St	DUKE	Community College, Restaurants, Manufacturing Plant	Ivy Tech - Kokomo	Y	EV Connect

Site #	City	Address	Utility	Amenities	Site Host	Site Host Agreement Executed	Network Provider
32	Franklin	361 Paris Drive	DUKE	Restaurants, Retail, Gas Station	Sprague Hotel Developers	Y	EV Connect
33	Edinburgh	12161 N US 31	DUKE	Restaurants, Retail, Gas Station	Sprague Hotel Developers	Y	EV Connect
34	Seymour	249 N. Sandy Creek Drive	DUKE	Restaurants, Retail, Gas Station	Sprague Hotel Developers	Y	EV Connect
35	Bedford	1401 J St	DUKE		City of Bedford	Y	EV Connect
36	Bloomington	--	DUKE	Retail, Restaurants, Convenience Store	--	In process	--
37	New Castle	1400 Broad Plaza	DUKE	Restaurants, Retail, Gas Station	New Castle	Y	EV Connect
38	Fishers	Lantern Crossing	DUKE	Restaurants, Retail, Multifamily Housing	Veritas - Lantern Crossing	Y	EV Connect
39	Plainfield	--	DUKE	--	--	In process	--
40	Brownsburg	228 N Green St	DUKE	Restaurants, Retail, Multifamily Housing	Town of Brownsburg	Y	EV Connect
41	Shelbyville	14 W Polk Street	DUKE	Downtown	City of Shelbyville	Y	EV Connect
42	Versailles	Versailles Town Square	DUKE	Downtown	Town of Versailles	Y	EV Connect
43	Batesville	1 Batesville Shopping Vlg	DUKE	Downtown, Restaurants, Retail	City of Batesville	Y	EV Connect
44	Princeton	TBD	DUKE		Town of Princeton	Y	EV Connect
45	Madison	590 Ivy Tech Dr	DUKE	Community College	Ivy Tech - Madison	Y	EV Connect
46	New Albany	Grant Line Rd	DUKE	Downtown	Central Station, LLC	Y	EV Connect
47	Dale	--	Hoosier	Restaurants, Hotels	--	In process	--

Site #	City	Address	Utility	Amenities	Site Host	Site Host Agreement Executed	Network Provider
48	Bloomfield	1172 E State Road 58	Hoosier	Convenience Store, Hotels	CountryMark	Y	Shell Recharge
49	New Castle	3400 IN-3	Hoosier	Restaurant	Henry County REMC	Y	Shell Recharge
50	South Bend	--	I&M	Grocery, Restaurants	--	In process	--
51	Muncie/ Daleville	--	I&M	Restaurant	--	In process	--
52	Marion/Gas City	--	I&M	Restaurant	--	In process	--
53	Fort Wayne	--	I&M		--	N	--
54	Elkhart	--	I&M	Grocery	--	In process	--
55	Elkhart	--	I&M	Gas Station, Restaurant	--	In process	--
56	Mishawaka	--	I&M	Grocery, Restaurant	--	In process	--
57	Fort Wayne	--	I&M	Grocery, Restaurants, Retail	--	In process	--
58	Fort Wayne	--	I&M	Grocery, Restaurants	--	In process	--
59	Fort Wayne	--	I&M	Grocery, Restaurants	--	In process	--
60	Fort Wayne	--	I&M	Grocery, Restaurants	--	In process	--
61	Elkhart	--	I&M	Gas Station, Restaurant	--	In process	--



8.2.2 NEVI Candidate Sites

Since the approval of the 2022 NEVI plan, INDOT has worked to develop a list of candidate sites that may be built out under NEVI funding. INDOT has identified 86 total sites, of which a minimum of 44 sites are required to place NEVI-compliant charging infrastructure every 50-miles along currently designated AFCs. In August 2023, INDOT will release an RFP for design, construction, operation, and maintenance of these sites. More information on the RFP can be found in Chapter 5.

8.2.2.1 Determination of Candidate Sites

INDOT determined candidate sites through a multi-step process that considered existing infrastructure, geospatial constraints, anticipated VW station investments, and stakeholder engagement. The first step of determining candidate sites was to identify the locations of the five existing NEVI-compliant stations (see Figure 17 above). As INDOT plans to use these stations to count towards the “fully built-out corridor” definition, candidate sites should be located to maximize the utility of the existing stations.

Furthermore, the location of toll plazas along the Indiana Toll Road (I-80) provided an additional limitation for candidate siting. To prevent travelers from needing to pay to exit and re-enter the Toll Road, it is necessary to identify separate candidate sites for eastbound and westbound traffic within their respective toll plazas.

Given these constraints, INDOT identified the minimum number of interchanges necessary locate charging infrastructure every 50 miles along currently designated AFCs. These interchanges, designated as candidate sites, are shown in Figure 20.

However, INDOT recognizes that this set of 44 sites may not ultimately be the ideal location of chargers. This may be due to reasons such as utility access, anticipated station ownership, DAC access, and already existing/planned infrastructure (such as VW stations). Coordination with stakeholders, especially IDEM regarding VW station siting, yielded additional candidate sites at interchanges/

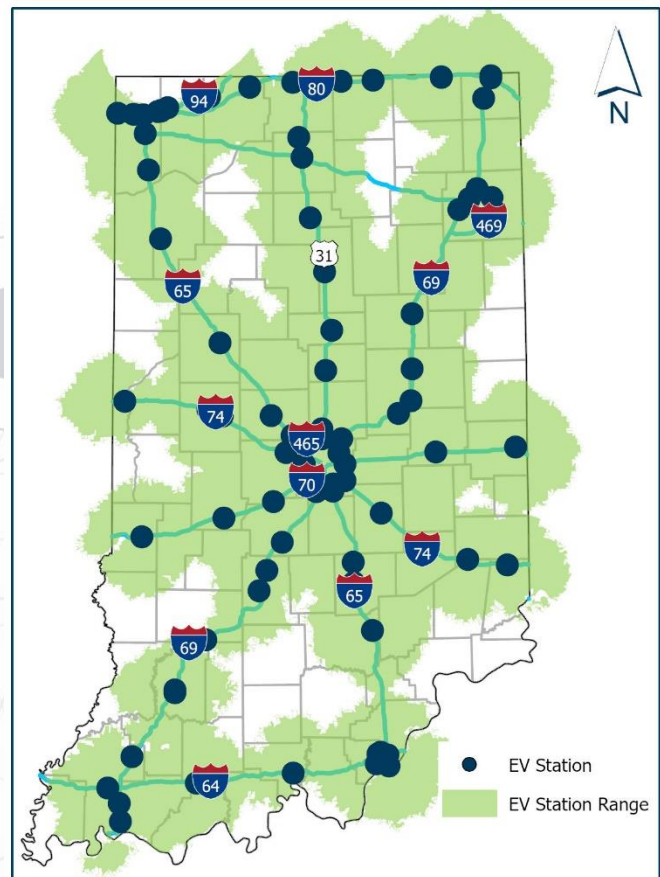


Figure 20: Candidate EV Charging Infrastructure

intersections along AFCs⁵⁴. Aligning VW planned stations with NEVI candidate sites permits Indiana to maximize both NEVI and VW funds as well as expand the list of candidate sites available for the RFP. Public engagement efforts further expanded the list to additional candidate sites that may be beneficial for locating chargers.

Additional public engagement yielded substantial discussion regarding placing EVSE in DAC areas. A consistent theme of these engagement efforts was the desire of DAC community members to host stations within their communities. Additional candidate sites create an opportunity for a greater percentage of DACs to be located near a potential NEVI-compliant station. This is further discussed, along with metrics to track equity benefits, in Chapter 10.

INDOT’s goal in choosing candidate sites is to provide a wide variety of acceptable sites for the RFP in order to maximize the number of proposed sites and available funding. Ultimately, the RFP process will result in all or a subset of the 86 candidate sites being awarded for implementation. Furthermore, requirements within the RFP encourage site proposals to consider additional community engagement and an emphasis on DAC and DBE benefits by the proposing team. This is discussed in more detail in Chapter 5.

8.2.2.2 Overview of Candidate Sites

As noted above, INDOT has located candidate sites at interchanges/intersections along AFCs. This gives respondents to the RFP the flexibility to determine the optimal siting location within a one-mile driving distance of the interchange/intersection. As the RFP process has not closed as of this plan’s submission, there are still many details to be determined regarding utility access, anticipated station ownership, and funding per station. Additionally, INDOT has not identified some of the information requested by the guidance including anticipated EV network, utility territory, and the potential funding amount.

Noting that the above details are still to be determined, Table 11 provides a location identifier, AFC, and interchange for each location. The table also shows the locations that align with the planned VW-funded and existing Tesla stations. An asterisk (*) on the unique identifier denotes an existing NEVI-compliant stations that are shown on Figure 17.

Table 11: Candidate Site Locations of EV Charging Infrastructure (Tentative as of 7/31/23)

AFC	Location	VW Site	Tesla Site	Number of Charging Ports	Anticipated Year of Operation ⁵⁵
I-265	Exit 3, Grant Line Rd	Yes	No	At least 4	2025
I-265	Exit 4, Charlestown Rd	No	No	At least 4	2025
I-465	Exit 16A, US 136	Yes	Yes	At least 4	2025
I-465	Exit 27, US 421	No	No	At least 4	2025
I-465	Exit 31, US 31	No	No	At least 4	2025
I-465	Exit 40, 56th St	No	No	At least 4	2025

⁵⁴ It should be noted that candidate sites are not identified as a specific address. They are identified as the interchange/intersection along an AFC near which the charging station will be built.

⁵⁵ Charging sites that are awarded from the RFP process are anticipated to begin operation in 2025. Not all sites may be awarded.

AFC	Location	VW Site	Tesla Site	Number of Charging Ports	Anticipated Year of Operation ⁵⁵
I-465	Exit 52, Emerson Ave	No	Yes	At least 4	2025
I-469	Exit 19, US 30	Yes	No	At least 4	2025
I-469	Exit 25, SR 37	No	No	At least 4	2025
I-64	Exit 123, State St	Yes	No	At least 4	2025
I-64	Exit 25, US 41	Yes	Yes	At least 4	2025
I-64	Exit 57, US 231	Yes	No	At least 4	2025
I-64	Exit 63, SR 162	No	No	At least 4	2025
I-64	Exit 92, SR 66	Yes	No	At least 4	2025
I-65	Exit 1, Eastern Blvd	No	No	At least 4	2025
I-65	Exit 103, Southport Rd	Yes	Yes	At least 4	2025
I-65	Exit 130, Whitestown Pkwy	Yes	Yes	At least 4	2025
I-65	Exit 140, SR 32	No	No	At least 4	2025
I-65	Exit 172, SR 26	No	Yes	At least 4	2025
I-65	Exit 215, SR 114	No	No	At least 4	2025
I-65	Exit 240, SR 2	No	No	At least 4	2025
I-65	Exit 253, US 30	Yes	Yes	At least 4	2025
I-65	Exit 5, Veterans Pkwy	No	No	At least 4	2025
I-65	Exit 50, US 50	Yes	No	At least 4	2025
I-65	Exit 64, SR 58	No	No	At least 4	2025
I-65	Exit 68, SR 46	Yes	No	At least 4	2025
I-65	Exit 76, US 31	No	No	At least 4	2025
I-69	Exit 118, SR 48	Yes	Yes	At least 4	2025
I-69	Exit 125, Sample Rd	No	No	At least 4	2025
I-69	Exit 138, Ohio St	Yes	No	At least 4	2025
I-69	Exit 15, New Harmony Rd	No	No	At least 4	2025
I-69	Exit 160, Southport Rd	No	No	At least 4	2025
I-69	Exit 203, 96th St	Yes	No	At least 4	2025
I-69	Exit 226, SR 109	No	No	At least 4	2025
I-69	Exit 234, SR 67	Yes	No	At least 4	2025
I-69	Exit 245, US 35	No	No	At least 4	2025
I-69	Exit 264, SR 18	Yes	No	At least 4	2025
I-69	Exit 278, SR 5	No	No	At least 4	2025
I-69	Exit 305B, SR 14	Yes	Yes	At least 4	2025
I-69	Exit 311A, US 27	Yes	Yes	At least 4	2025
I-69	Exit 316, SR 1	Yes	No	At least 4	2025
I-69	Exit 33, SR 64	Yes	No	At least 4	2025
I-69	Exit 348, US 20	No	No	At least 4	2025
I-69	Exit 357, Lake George Rd	No	No	At least 4	2025
I-69	Exit 62, US 150	No	No	At least 4	2025
I-69	Exit 87, US 231	Yes	No	At least 4	2025

AFC	Location	VW Site	Tesla Site	Number of Charging Ports	Anticipated Year of Operation ⁵⁵
I-69	Exit 9, SR 62	No	No	At least 4	2025
I-70	Exit 11, SR 46	No	Yes	At least 4	2025
I-70	Exit 123, SR 3	Yes	No	At least 4	2025
I-70	Exit 151, US 27	No	No	At least 4	2025
I-70	Exit 41, US 231	Yes	No	At least 4	2025
I-70	Exit 59, SR 39	No	No	At least 4	2025
I-70	Exit 91, Post Rd	Yes	No	At least 4	2025
I-74	Exit 113, SR 9	No	Yes	At least 4	2025
I-74	Exit 134, SR 3	Yes	No	At least 4	2025
I-74	Exit 149, SR 229	Yes	No	At least 4	2025
I-74	Exit 164, SR 1	No	No	At least 4	2025
I-74	Exit 34, US 231	Yes	No	At least 4	2025
I-74	Exit 39, SR 32	No	No	At least 4	2025
I-74	Exit 4, SR 63	Yes	No	At least 4	2025
I-74	Exit 66, SR 267	No	No	At least 4	2025
I-74	Exit 96, Post Rd	No	No	At least 4	2025
I-80	Exit 1, SR 41	No	No	At least 4	2025
I-80	Exit 10, SR 53	No	No	At least 4	2025
I-80	Exit 101, SR 15	No	No	At least 4	2025
I-80	Exit 126, Ernie Plyer Travel Plaza	No	Yes	At least 4	2025
I-80	Exit 126, Gene Stratton Porter Travel Plaza	No	Yes	At least 4	2025
I-80	Exit 144, I-69	No	No	At least 4	2025
I-80	Exit 15B, SR 51	No	No	At least 4	2025
I-80	Exit 22, George Ade Travel Plaza	Yes	Yes	At least 4	2025
I-80	Exit 22, George Ade Travel Plaza	Yes	Yes	At least 4	2025
I-80	Exit 56, Knute Rockne Travel Plaza	No	Yes	At least 4	2025
I-80	Exit 56, Wilbur Shaw Travel Plaza	No	Yes	At least 4	2025
I-80	Exit 6, Burr St	Yes	No	At least 4	2025
I-80	Exit 72, US 31	No	No	At least 4	2025
I-80	Exit 90, George N. Craige Travel Plaza	No	Yes	At least 4	2025
I-80	Exit 90, Henry Schricker Travel Plaza	Yes	Yes	At least 4	2025
I-94	Exit 19, SR 249	No	No	At least 4	2025
I-94	Exit 34, US 421	No	No	At least 4	2025
US-31	Exit 127, W Main St	Yes	Yes	At least 4	2025
US-31	Exit 148, SR 28	No	No	At least 4	2025
US-31	Exit 162, SR 22	Yes	Yes	At least 4	2025
US-31	Exit 183, US 24	Yes	No	At least 4	2025

AFC	Location	VW Site	Tesla Site	Number of Charging Ports	Anticipated Year of Operation ⁵⁵
US-31	Exit 203, SR 25	Yes	No	At least 4	2025
US-31	Exit 225, US 30	No	No	At least 4	2025
US-31	Exit 233, US 6	No	No	At least 4	2025

8.2.3 Electric Vehicle Freight Considerations

As shown in Figure 21, RFI respondents articulated a direct link between DC Fast Charging to support not only public charging along AFCs, but also to support truck charging depots and government and corporate fleets. This will contribute to sustaining the charging stations and scaling them to additional use cases. Certain stakeholders such as the utilities understand that freight considerations are important, but not as urgent currently. If some elements of station infrastructure can accommodate the future needs of freight stakeholders, this helps to future-proof the design. Therefore, freight considerations, such as a pull-through space configuration, are being scored as an additional, non-required amenity during the RFP process, and future-proofing for freight vehicles is also included in the RFP scoring (see RFP rubric, Appendix A). Freight considerations may become a greater focus of guidance developed for the discretionary grant program, once announced.

Q1: Please elaborate who your target customers / target users are OR describe specific charging scenarios that your organization is prioritizing. If applicable, please specify what charging mix will be used to service these target customers / target users. Please include any timing considerations

Total responses = 40, No response or N/A = 6

All EV charging operators / OEMs that responded are expected to roll-out Level 3 DC Fast charging solutions; almost half of charging owner/operator respondents said they were ONLY interested in Level 3 DC Fast Charging or Ultra-fast charging and have excluded Level 2 completely.

– Respondents identified the following target customers and charging scenarios:

Charging speed (in order of identified priority)	Identified charging user / charging scenarios
DC Fast – 60kW - 150 kW 	Public charging – ALL geographies but an immediate need in rural areas Highway charging rest stops / transient Truck charging depots (medium-heavy duty vehicles) Government fleets Corporate fleets
Ultrafast - 350 kW 	Long-distance highway use Fleet charging – specified vehicles or routes (e.g. airport shuttles)
Level 2 	Single-family home Workplace Destinations (where high dwell time is expected, e.g. shopping malls) Community use – low/medium income areas Multi-unit homes - Street / curbside parking Rural / smaller towns – Street / curbside parking only Fleet (light-duty vehicles only)

Factors that will impact charging mix over time:

- **Increase in vehicle capabilities / voltage architecture:** Very few EVs available currently in the US can take more than 150kW of power and the charge curves vary widely, but speed anxiety is catching up to design
- **Growth of smarter grids and smarter charging station design:** This can effectively deploy power through power sharing and power routing can help protect against changing dynamics.

“ Electrify America: Ultra-fast charging is critical to serving long-distance corridor travel and 350 kW charging. As an example of how needs have changed over time, the average charging speed of new EV models increased from 50 kW to 150 kW between 2016 and 2021 and is now 200 kW as of model year 2022.

Indiana Electric Cooperatives: Our target customers/users are the rural EV drivers that live in our communities along with travelers that visit local amenities... We believe that DCFCs are an immediate need for our rural communities... Big EV truck depots and fleet charging will be important as well but isn't as immediate as public DCFCs.

”

Figure 21: Freight Considerations for EV Charging Implementation

8.2.4 Public Transportation Considerations

For later deployments (FY23-26), RFI respondents indicated a desire for a focused EV build-out for DC fast and ultra-fast chargers along highways for light duty vehicles apart from some municipalities citing a need locally for their bus fleets. An interest in developing Level 2

chargers at residential and workplace locations was also noted. Therefore, public transportation may be a factor in final selection in terms of identifying the most optimal locations.

8.3 Planning Towards a Fully Build-Out Determination

Indiana's near-term goal is prioritizing initial investment to resolve charging network gaps in the AFC network, first focused on filling the 50-mile gaps in each corridor (i.e., Indiana's interstate system and US 31). The very purpose of INDOT's RFP development has been to place charging stations at sites which meet all NEVI requirements, including spacing, driving distance from interchanges, and all other aspects of the NEVI Final Rule.

Using a data- and stakeholder-driven approach (as described in Section 8.2.2) INDOT has identified 86 candidate locations for charging sites. Of these, a minimum of 44 are necessary to achieve build-out of the charging networks along AFCs. As detailed in Chapter 5, INDOT will release an RFP in August 2023 for implementation, operation, and maintenance of sites. Final contracting with RFP awardees will occur in 2024. If full build-out is not achieved through the 2023 RFP, INDOT will employ a second RFP.

Adding redundancy or exceeding requirements where demand warrants is one of Indiana's priorities following the resolution of the 50-mile gaps in AFC network as discussed in the Plan Vision and Goals section of this plan. This priority was validated by both the public survey and the RFI responses conducted in April-May 2022.

9 Implementation

INDOT envisions a phased approach to deploying EV charging infrastructure along the AFCs. The steps below are outlined at a high level. INDOT will repeat the detailed planning process in some fashion for each phase of sites that are procured.

9.1 Strategies for EVSE Operations and Maintenance

9.1.1 Planning: INDOT Lead

Since the announcement of the Federal NEVI program, INDOT has considered their role in implementation. Ultimately, INDOT is facilitating the integration of EV charging infrastructure into statewide transportation through a careful and considerate planning process. INDOT has led the process during the first year of the program, with the stakeholder engagement necessary to select candidate sites and structure and execute a competitive, vendor-agnostic procurement. INDOT's initial planning efforts have included:

- Development and implementation of a methodology to identify candidate sites (Section 8.2.2).
- Development of high-level site requirements.
- Conducting additional engagement with DAC communities. The past year of the program has expanded outreach efforts to:
 - Include more in-person meetings in DAC communities and with the community- and faith-based organizations within them. Of INDOT's July 2023 meetings, three

of the six were located in DAC areas, and the other three were located within two miles of a DAC area.

- Engagement of INDOT’s Chief Equity Officer (within the EIS office) to define measurable outcomes.
- One-on-one meetings with DEI representatives from public and private stakeholder companies to help define outcomes and share best practices and lessons learned.
- Expansion of DAC and DEI stakeholders. For example, INDOT conducted a one-on-one meeting with EVNoire to engage in conversation about engagement practices and implementation ideas relative to equity and EV infrastructure. EV Noire has since joined the program management team to help implement equity throughout the remainder of the program.
- INDOT has held networking events for XBEs to facilitate coordination and XBE involvement in proposal teams for the RFP process.
- In conducting this outreach, INDOT has followed best practices and national guidance for maximizing opportunities for participation. Examples include providing adequate public notice of public involvement activities; holding public meetings at convenient times and in convenient and accessible locations; using visualization techniques to describe the plan; making public information available electronically; demonstrating how public input is incorporated into the plan; considering the needs of those traditionally underserved by existing transportation systems; and periodically reviewing the effectiveness of the public engagement process.
- Development of collaboration tools and forums to foster public-private partnerships while understanding potential risks and opportunities that may inform the procurement process.
- Utilize PIMA to track and visualize engagement. This system considers audiences and outcomes and will present data in an equity dashboard.
- Development of minimum operations and maintenance requirements, including but not limited by the guidance in the NEVI Final Rule effective March 30, 2023:
 - Site access (24 hours per day, 7 days per week, 365 days per year).
 - Requirements for communication of charging price/fee.
 - Requirement for equitable payment options (i.e., non-card-based payment options).
 - Minimal uptime requirement (97%).
 - Qualification requirements for the workforce maintaining and operating chargers.
 - Equipment Certification (per NEVI guidelines):
 - EVSE certified by an Occupational Safety and Health Admin National Testing Lab.
 - Level 2 EVSEs should be Energy Star Certified.
 - DCFC and Level 2 chargers should be certified to the appropriate Underwriters Laboratories standards for EV charging system equipment.
 - Implementation of physical and cybersecurity strategies (outlined in Chapter 12).

- Customer service requirements for customers to report outages, malfunction, and other issues.
- Outcomes:
 - Procurement plan to document schedule and approach
 - Development and publication of an RFP which includes NEVI requirements
 - Selection of candidate sites
 - Update(s) to EV Implementation Plan
 - Updates to AFC nominations

9.1.2 Procurement: INDOT Transitions to Private Sector

As of submission of this plan, INDOT is in the process of managing and executing the procurement for EV charging infrastructure. INDOT’s current RFP has established a competitive procurement process for EVSE installation, operations, and maintenance. A detailed description of the RFP and contracting process – including scoring, awardee requirements, and contractual obligations – is provided in Chapter 5. INDOT hopes to meet the minimum requirements for full build-out in one RFP. If this does not occur, INDOT will offer additional RFPs.

9.1.3 Installation, Operations and Maintenance: Private Sector with INDOT Oversight

After procurement, INDOT’s primary role will be to manage the contracts, provide oversight throughout the O&M phase and coordinate reporting on the data collection and performance measures for the program. All awarded contracts will include five years of O&M requirements for the awardees. O&M requirements that are delineated in the NEVI Final Rule have been included in the RFP and will explicitly be included in awarded contracts. INDOT will also monitor the performance of the charging infrastructure and update the Deployment Plan as needed throughout the life of the program. Data collected by INDOT (see Section 9.3) and analyzed as part of the annual program evaluation (Chapter 13) will ensure that the awardees’ O&M strategies meet INDOT’s targeted performance metrics.

9.2 Strategies for Identifying Electric Vehicle Charger Service Providers and Station Owners

In preparation for procurement, INDOT has engaged EV charging service providers, installation/construction entities, local communities, utility companies, and potential site hosts. This is a key area where INDOT can provide support and build relationships. During the in-person meetings described earlier in this document, INDOT heard a need and desire from various stakeholders to continue participating. They are interested in events that help to inform the final station locations and potential partnerships to bid on the installation, operations, and maintenance. Therefore, INDOT’s strategies are rooted in a robust engagement strategy. They include:

- Regular and frequent communication:
 - Coordinating with vendors, suppliers, site hosts, etc. – each with targeted outcomes:
 - Vendors: business models, operations, and maintenance criteria

- Suppliers: opportunities for complementary infrastructure
 - Site hosts: moving from high level to specific locations
 - Soliciting feedback on site selection methodology and phasing
 - Identifying cost-share opportunities
- Tools and methods to encourage communication and facilitate teaming:
 - Web page available through INDOT
 - Vendor prequalification (development of criteria and list of vendors)
 - Industry forums, vendor days and/or open house that provide networking opportunities
 - Regular information sessions to report status and notify stakeholders of opportunities for engagement
 - Mailing list and social media campaigns
 - Direct engagement and communication through INDOT’s EIS to notify and discuss opportunities with the DBE community
 - Public Involvement Management Application to enable virtual collaboration, track and report on engagement, including equity-specific engagement.
- Competitive and transparent procurements within the boundaries of the final procurement approach

9.3 Strategies for EVSE Data Collection and Sharing

INDOT is defining data requirements that align with Federal requirements and INDOT goals and performance measures during the planning process. Requirements will ultimately be included in the final contracts awarded at the end of the RFP process. The purpose of data requirements is to support contracting, performance monitoring, and potential innovation.

At a minimum, INDOT will require data collection/sharing that aligns with Federal requirements detailed in 23 CFR 680.112 as well as with the Joint Office’s EV-ChART guidance.⁵⁶ This includes data reported on a quarterly and annual basis as outlined in Table 12; any data made public will be done so on an aggregated and anonymized basis.

Table 12: Data collection requirements per NEVI guidelines

Quarterly	Annual
Charging station unique ID	Maintenance and repair cost per station
Charging port unique ID	Identification of and participation in any State or local business opportunity certification programs
Charging session ID, start time, end time, and any error codes associated with an unsuccessful charging session by port	
Energy (kWh) dispensed to EVs per charging session by port	
Peak session power (kW) by port	

⁵⁶ <https://driveelectric.gov/files/ev-chart-data-guidance.pdf>

Quarterly	Annual
Payment method associated with each charging session	
Port uptime, outage time, and excluded time by month	
Duration (minutes) of each outage	

Furthermore, a one-time per station submittal is required to include:

- The name and address of the private entity/entities involved in the operation and maintenance of chargers.
- Distributed energy resource installed capacity, in kW or kWh as appropriate, of asset by type (e.g., stationary battery, solar, etc.) per charging station
- Charging station real property acquisition cost, charging equipment acquisition and installation cost, and distributed energy resource acquisition and installation cost
- Aggregate grid connection and upgrade costs paid to the electric utility as part of the project, separated into:
 - Total distribution and system costs, such as extensions to overhead/underground lines, and upgrades from single-phase to three-phase lines
 - Total service costs, such as the cost of including poles, transformers, meters, and on-service connection equipment

According to Federal regulations, all annual and one-time data submittals are due by March 1, and any data made public will be done so on an aggregated and anonymized basis. Additionally, Federal regulations detailed in 23 CFR 680.116(c) require that the following data is freely available to third-party software developers via an application programming interface:

- Unique charging station name or identifier
- Address of the property where the charging station is located
- Geographic coordinates in decimal degrees of exact charging station location
- Charging station operator name
- Charging network provider name
- Charging station status (operational, under construction, planned, or decommissioned)
- Charging station access information:
 - Charging station access type (public or limited to commercial vehicles)
 - Charging station access days/times (hours of operation for the charging station)
- Charging port information
 - Number of charging ports
 - Unique port identifier
 - Connector types available by port
 - Charging level by port (DCFC, AC Level 2, etc.)
 - Power delivery rating in kilowatts by port
 - Accessibility by vehicle with trailer (pull-through stall) by port (yes/no)
 - Real-time status by port in terms defined by Open Charge Point Interface 2.2.1

- Pricing and payment information:
 - Pricing structure
 - Real-time price to charge at each charging port, in terms defined by Open Charge Point Interface 2.2.1
 - Payment methods accepted at charging station

9.4 Strategies to Address Resilience, Emergency Evacuation, Snow Removal and Seasonal Needs

While developing the procurement documents, INDOT has evaluated potential strategies related to the resiliency of future EV charging infrastructure and, when appropriate, has incorporated them into the procurement process and/or will incorporate them into subsequent plan updates. Examples include:

- Resilience:
 - Considerations for complementary renewable energy alternatives such as solar panels
 - Considerations for energy storage capacity to provide backup options such as solar power, generator hookups, and battery storage and recycling.
 - EVSEs who can help adapt to areas lacking necessary power
 - Encouraging and prioritizing innovative maintenance procedures – see list above related to asset management systems, etc.
- Evacuation:
 - Prioritization of AFC build out
 - Consideration for additional AFCs (such as US 30) to fill remaining gaps
 - Coordination with neighboring states
- Snow removal and seasonal needs:
 - Options for including snow removal at charging stations in the O&M contracts
 - Options for hardening stations to withstand storms and ensure operator safety, such as auto station shut-off, waterproofing, and structures built to withstand severe thunderstorms and tornadoes

9.5 Strategies to Promote Strong Labor, Safety, Training, and Installation Standards

Section 11 of this plan addresses specific considerations for labor, training, and workforce including Indiana’s plan for creating opportunities for small and disadvantaged businesses. Indiana’s strategy relative to the labor, safety, training, and installation standards will leverage the Federal NEVI requirements. These requirements reference application of existing standards such as the Electric Vehicle Infrastructure Training Program (EVITP), which provides training and certification for electricians installing electric vehicle supply equipment. Both the local and national leadership of the International Brotherhood of Electrical Workers (IBEW) have adopted this training to mandate it as part of the apprenticeship program, which means that all journeymen electricians will eventually receive this training. Requirements within the RFP are further detailed in Chapter 11 (Labor and Workforce Considerations).

Second, during the additional planning and engagement that will continue beyond the submittal of this plan update, INDOT will continue stakeholder engagement with electric utilities, EV infrastructure providers, site hosts, trade associations, environmental groups, educational institutions, and other interested parties. This ongoing engagement will be key to creating educational, apprenticeship, and awareness opportunities consistent with INDOT's goal to develop their 21st century workforce. For example, the Ivy Tech Community College's (Ivy Tech) Expanding Registered Apprenticeship Programs (ERAP) effort will establish a statewide apprenticeship hub to promote apprenticeship as a viable postsecondary education-to-career option and expand employer use of apprenticeship as a recruitment, training, and retention strategy. The project will work with all sectors with special focus on EV production, maintenance and infrastructure development and maintenance. This program also aims to increase access to underrepresented and diverse populations in apprenticeship with a special emphasis on females and minorities.

Additional planning efforts may include training and workforce focused efforts and collaborations to develop and expand programs extending to utilities, other public agencies, and academia (including trade schools and technical colleges).

10 Equity Considerations

10.1 Overview

Justice40 is a Federal effort to deliver at least 40% of the overall benefits from Federal investments in climate and clean energy to Disadvantaged Communities (DACs). The Federal NEVI guidance defines equity and uses publicly available data sets to identify DACs in accordance with Executive Order 14008 and the Federal Justice40 guidance⁵⁷. In these areas, the population is characterized by lack of access to health or transportation, are economically or equitably disadvantaged, carry a negative energy burden, or are adversely impacted by fossil dependence, resilience, and environmental and climate hazards. Development of this plan has approached equity considerations through identification and outreach to DACs. Furthermore, INDOT has developed a plan to quantify and measures the benefits to DACs to ensure compliance with the Justice40 initiative, and the INDOT team has been in frequent coordination with INDOT's Chief Equity Officer regarding implementation efforts.

10.2 Identification and Outreach to DACs

Engagement and outreach conducted as part of the planning process focused on DACs in Indiana. With approximately 59% of Indiana's population in a DAC and/or rural area, equitable deployment of charging infrastructure is one of the state's primary priorities.

Indiana's plan has been developed and updated through engagement with stakeholders representing rural and disadvantaged communities to ensure that diverse views were heard and considered throughout the planning process. Continued engagement will ensure that the deployment, installation, operation, and use of EV charging infrastructure achieves equitable and fair distribution of benefits and services. Table 13 lists the groups that specifically represent

⁵⁷ "Interim Implementation Guidance for the Justice40 Initiative," M-21-28 (July 20, 2021) available at [M-21-28](#)

DAC communities that INDOT engaged with as part of the planning process. Participants reiterated the need to continue engagement with these stakeholders, define additional equity metrics, and develop a strategy for encouraging DBE participation throughout implementation.

Table 13: Summary of Outreach to DACs

Stakeholder	Date(s)
NAACP (State)	5/27/22, 6/17/22
Indiana State Conference of the NAACP	5/27/22, 6/17/22
Evansville Branch of NAACP 3048-B	5/27/22, 6/17/22
Black Lives Matter South Bend	5/27/22, 6/17/22
Indiana Chapter, American Association of Blacks in Energy	6/9/22
Indiana Alliance for Equity, Diversity, and Inclusion of EV Infrastructure and Economic Opportunity	5/27/22, 6/17/22, 10/11/22, 10/28/22, 7/13/23
Rural community representation at in-person meetings (City of Scottsburg, Seymour, Hope)	6/14/22
EVNoire	8/3/22

Following the approval of the 2022 plan, the INDOT commissioner, chief of staff, and deputy chief of staff met with the Indiana Alliance for Equity, Diversity, and Inclusion of EV Infrastructure and Economic Opportunity on October 11, 2022 to discuss INDOT’s approach to equity within the NEVI program. INDOT followed up this meeting with a letter on October 28, 2022. A significant outcome of this meeting was an expansion of the number and location of INDOT’s public engagement events. While 2022 featured three events in three cities to discuss the draft plan, 2023 featured six events across six cities to discuss this plan update. These meetings were held in or near DAC communities, most were held after working hours, and all meeting content was also accessible virtually. The team also held small and disadvantaged business enterprise networking events prior to the meetings in Indianapolis, Fort Wayne, Evansville and Gary to inform and connect these businesses to opportunities associated with the NEVI program.

Additionally, INDOT identified points of contact within the above organizations and local Black Chambers of Commerce prior to the 2023 engagement events. INDOT individually invited these organizations to the events and requested that they forward the invitations to their stakeholders to better inform DAC communities of these events.

Additionally, metrics and findings specific to the DAC- and rural focused outreach conducted as part of plan development include:

- Of the 2,200+ public survey responses, 419 out of 434 (97%) of the DAC areas overlapped or was within a zip code area that was represented in the survey. Key findings include:

- Respondents indicated several suggestions related to adoption barriers that readily reflect the concerns of DAC and rural communities including:
 - Expanding the number and accessibility of charging stations in Indiana
 - Expanding tax breaks, subsidies, and incentives for charging stations and electric vehicles
 - Encouraging more affordable and efficient charging stations and electric vehicles
 - Increasing outreach and education to the public about electric vehicles and charging stations
 - Reducing the registration fee for electric vehicles in Indiana
- Respondents ranked criteria INDOT should consider when prioritizing alternative fuel corridors. The top four criteria included addressing gaps in the existing charging network, total traffic volumes, EV traffic volumes, and increasing traffic in rural Indiana. The full ranking is below, with DAC and rural criteria highlighted in ***bold italics***.
 - Addressing gaps in the existing charging network (18%)
 - Total traffic volumes (14%)
 - EV traffic volumes (10%)
 - ***Increasing EV charging in rural Indiana (10%)***
 - Population density (8%)
 - ***Proximity to communities with air quality concerns (7%)***
 - Proximity to job centers (7%)
 - Proximity to tourism destinations (7%)
 - Add capacity at existing charging locations (7%)
 - Proximity to health care facilities (7%)
 - ***Increasing EV charging in disadvantaged communities (6%)***

10.3 Process to Identify, Quantify, and Measure Benefits to DACs

INDOT has identified current values of key metrics for Indiana’s AFC’s and candidate station locations:

- Approximately 17% of AFC mileage is within a DAC area
- 100% of the candidate sites are in or within 15-miles of at least one DAC area
- 80% the candidate sites are in or within 5 miles of a DAC area

The selection of sites will drive these statistics for the coming years’ plans.

Following the updated NEVI guidance and INDOT’s public engagement events, INDOT is extending its list of quantifiable outcomes to specifically track them for DAC communities. INDOT is actively developing measurable benefits to DAC communities along with relevant metrics, baselines, and goals, as well as strategies for data collection and analysis. INDOT’s approach follows community feedback from its July 2023 public engagement activities. This engagement has indicated to INDOT that communities wish to have a better understanding of the federally-defined DAC areas and how Justice40 applies to these locations.

INDOT is currently working to address these questions from the public and, in response, has developed the following maps in Figure 22 to understand the confluence of DAC areas, “diverse” areas⁵⁸, and Black/African American communities. This marks the first step in an analysis that INDOT is undertaking to understand the overlap of these areas. Ultimately, this analysis will result in the definition of robust and nuanced metrics, baselines, and goals that allow INDOT to track the program’s benefits to DAC communities. INDOT plans to continue its discussions with underrepresented groups as it develops these metrics.

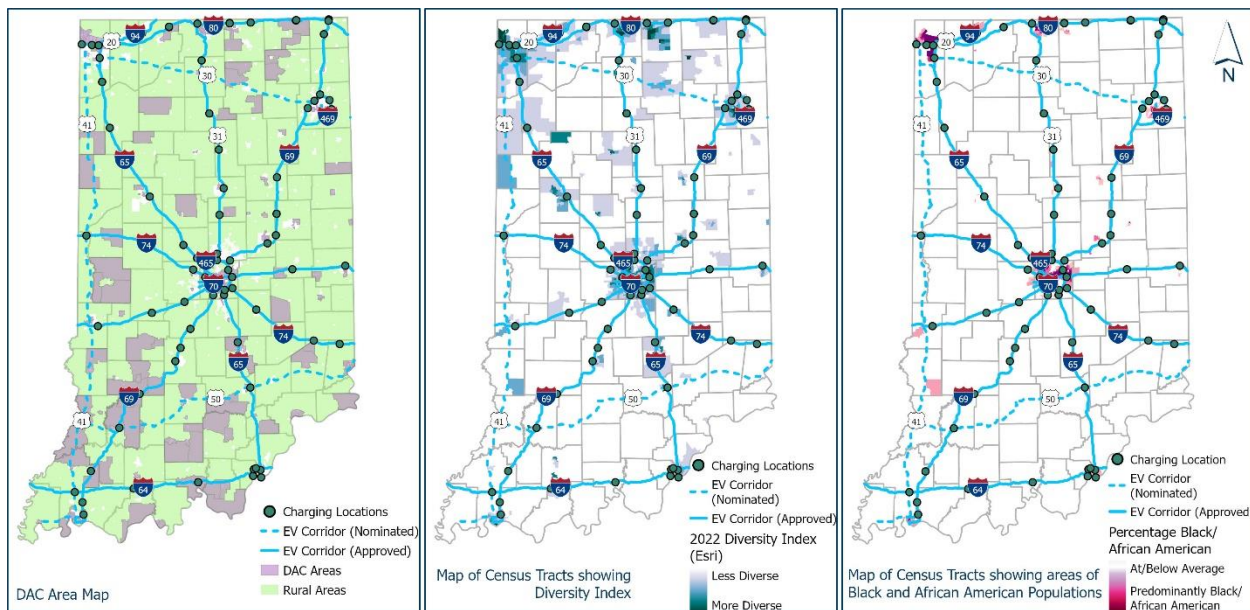


Figure 22: DAC, diverse, and Black/African American census tracts in Indiana

There are at least three critical benefits that INDOT plans to track in terms of metrics, baselines, and goals. The benefits focus on accessibility, equitability, and reliability and are listed in Table 14. The three metrics related to accessibility and equitability have been adapted from metrics in the 2022 Plan. The reliability metric is new in this Plan Update. It applies the Federal requirement for charging station uptime specifically to DAC-accessible chargers.

While INDOT has proposed the type of metrics to quantify each benefit, the final determination of each metric (and relevant baselines and goals) will result from the aforementioned analysis. INDOT will expand its list of benefits and metrics as the NEVI program advances. For example, INDOT solicited feedback during the July 2023 round of public meetings on additional benefit categories and metrics. Table 14 provides the potential benefits and measures presented at the public meetings. INDOT anticipates that the NEVI program will have an impact on these benefit categories. Since NEVI is a new program, the first step is for INDOT to finalize a set of metrics for these areas and track them throughout implementation.

⁵⁸ Defined by ESRI’s Diversity Index: <https://storymaps.arcgis.com/stories/23c173a4ac4c431982748a860941ce95>

Table 14: Potential Additional Equity Metrics

Benefits Category	Potential Metric
Improve clean transportation access through the location of charging infrastructure	Percentage of candidate charging station sites that are in or within 15 miles of at least one DAC area
	Current value: 100%
	Percentage of candidate charging station sites that are in or within 5 miles of a DAC area
	Current value: 80%
Increase equitable adoption of clean energy technology	Percentage of AFC miles within a DAC community
	Current value: 17%
Enable reliable access to affordable charging	Percentage uptime of NEVI charging ports accessible to DACs
	INDOT’s goal is 97% ⁵⁹

In addition, INDOT will continue conducting engagement with DAC and rural communities to identify other potential benefits that could be incorporated into subsequent planning and implementation phases. This work will be done in a collaborative fashion working with DAC communities, community organizations, DEI experts from partners and stakeholders, and through the sharing of best practices with other states in the region.

Other potential benefits were discussed at INDOT’s July 2023 public engagement meetings. Attendees were given the opportunity to prioritize potential new benefits and metrics (Table 15). The highest-ranking potential benefit is *increasing EV education and awareness*. The next-highest is *contracting with XBE and small/local businesses*.

Table 15: Potential equity benefits ranked by public engagement attendees

Potential Benefit	Possible Metrics
Increasing EV education and awareness	<ul style="list-style-type: none"> • Number and type of events • Target audience and attendance by demographic • Enable reliable access to affordable charging
Clean energy job creation and training opportunities	<ul style="list-style-type: none"> • Number of apprenticeship opportunities (available and completed) • Number of pre-apprenticeship opportunities • Number of STEM programs with EV education and training
Contracting with XBE and small/local businesses	<ul style="list-style-type: none"> • XBE participation in NEVI contracts

⁵⁹ As there are no official NEVI charging sites implemented in the state as of this plan, there is no applicable current value.

10.3.1 *Equity Resources and Tools*

In summer 2023, INDOT began using PIMA to collect and measure audience engagement and subsequent outcomes. As events are completed, INDOT will also be using PIMA to create a customized, public-facing equity dashboard to track and display levels of involvement. This will be available during the program's second year, prior to the next plan update.

Furthermore, INDOT has identified several resources and tools to help in evaluating equity considerations for the EV program. The following tools were either used as part of the planning process and/or have potential to support subsequent efforts.

- Mapping tools:
 - Low- and moderate-income (LMI) communities: <https://www.arcgis.com/home/item.html?id=92e085b0953348a2857d3d3dac930337>
 - Environmental justice (EJ) communities: <https://ejscreen.epa.gov/mapper/>
 - Map descriptions: <https://www.epa.gov/ejscreen/ejscreen-map-descriptions>
 - Layer descriptions: <https://www.epa.gov/ejscreen/ejscreen-map-descriptions>
 - EV Charging Justice40 Mapping Tool: <https://www.anl.gov/es/electric-vehicle-charging-equity-considerations>
- Equity-related data sources:
 - Persistence poverty tracts: <https://www.transportation.gov/RAISEgrants/raise-app-hdc>
 - Transportation disadvantaged tracts: <https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>
- Project screening tools:
 - FHWA Equity Analysis Screening Tool (aka Screening Tool for Equity Analysis of Projects (STEAP)): <https://hepgis.fhwa.dot.gov/fhwagis/buffertool/>
 - EPA EJScreen tool: <https://ejscreen.epa.gov/mapper/>
 - Low-Income Energy Affordability Data (LEAD) Tool: <https://www.energy.gov/eere/slsc/low-income-energy-affordability-data-lead-tool>

11 Labor and Workforce Considerations

Per INDOT's NEVI goals, INDOT seeks to enable the private sector equal opportunities to develop the workforce needed to support EV infrastructure. INDOT is including Federal training requirements within the RFP and final contracts. Furthermore, RFP respondents will be scored on their inclusion of workforce development, and DAC and DBE engagement within their proposals.

11.1 Training

INDOT is including the Federal requirement on EVSE technician training as mandated by 23 CFR 106(j) within its current RFP and will include these requirements within the final awarded

contracts. Among other requirements, this mandate states that electricians installing, operating, or maintaining and EVSE must meet one of the following requirements:

- Be certified through the Federally recognized Electrical Vehicle Infrastructure Training Program (EVITP)
- Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as a part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation

Both the local and national leadership of the International Brotherhood of Electrical Workers (IBEW) have adopted EVITP training to mandate it as part of the apprenticeship program, which means that all journeymen electricians will eventually receive this training.

Additionally, Ivy Tech Community College is developing an apprenticeship program which will meet EVSE training requirements. More information is available in Section 9.5.

11.2 Experience

The second section of the RFP scores proposing teams on their experience relevant to EVSE site development, operations, and maintenance. Considerations that proposers may discuss include:

- Does the company have working knowledge of utilities?
- Does with company have staff and subject matter experts with experience installing charging stations?
- Can the company provide examples of completed site plans that demonstrate quality planning that has been vetted and verified with end customers?
- Has the company been involved in selecting specific sites for EVSE and can they demonstrate an understanding of the local environment in terms of a site that benefits drivers, visitors, and residents alike?
- Can the company demonstrate quality and specifications of their proposed product(s) with respect to the following:
 - Backup and support, testing, inspection, etc.
 - Type and approach to maintenance
 - Resources to fix it and timeframe for repair

11.3 Diversity

Title 49, Part 26 of the US Code of Federal Regulations requires recipients of Federal transportation funding to develop a DBE program. INDOT has established a DBE program that meets these requirements, with the overall goal of 10.2% participation. It is the policy of INDOT to ensure that DBEs have an equal opportunity to receive and participate in contracts that use Federal funds, without regard to race, color, national origin, or sex.

The NEVI guidance does not require a XBE target for the program's implementation because of the uncertainty around the number of qualified firms across the country. However, INDOT recognizes the importance of engaging XBEs in the development, operations, and maintenance

of charging sites. Therefore, while an XBE goal has not been set, INDOT is planning to measure XBE involvement in the procurement and plans to recognize any third party certification (whether that is INDOT or other local agencies including the Indiana Department of Administration, IDOA, or local municipalities including the City of Indianapolis and Fort Wayne). Accordingly, INDOT has included the use of XBEs in the scoring methodology for the RFP. Proposing teams that include or plan to use moderate or substantial participation XBEs and/or small and locally-owned businesses will receive higher marks. To encourage networking among prime proposers and XBEs, several networking events took place in conjunction with the public meetings held in July 2023.

Additionally, INDOT's EIS Division strives to provide opportunities to traditionally underrepresented people and businesses through education, certification, and workforce development. INDOT EIS provides services such as XBE certification, resources for Federal aid contractors, on-the-job training, and external workforce programming. Their external workforce programming ensures contractors provide training and improve the skills of minorities, women, and disadvantaged persons (as defined by Federal guidelines) so they have access to skilled trade jobs and journey-level positions in highway construction classifications.⁶⁰ This is in alignment with stated goals from the International Brotherhood of Electrical Workers (IBEW), who, through direct engagement, indicated that they are programming a requirement for the EVITP training into their curriculum for the apprenticeship program.

12 Physical Security and Cybersecurity

The NEVI Final Rule, effective March 30, 2023, includes requirements for states to implement physical and cybersecurity strategies to protect consumers, data, charging infrastructure, and the electric grid.

12.1 Physical Security

The third-party awardees of the RFP process will be responsible for maintaining the physical security of the charging stations. However, given the physical security requirements under NEVI, these requirements as listed in the Final Rule have been incorporated into the RFP and will be incorporated into final contracts. At a minimum, charging stations may include video security, lighting, fire prevention, and tamper/vandalism resistant mechanisms. If proposing teams suggest additional security measures beyond the minimum, this will result in higher "Project Approach" points scored on the RFP (see RFP rubric, Appendix A). INDOT and contract awardees will finalize all physical security requirements during the negotiation phase of contracting.

12.2 Cybersecurity

Providing cybersecurity and privacy will be a major consideration in how the NEVI program will be implemented. INDOT will develop requirements for cybersecurity as part of each procurement. INDOT will develop these requirements based on NEVI requirements and

⁶⁰ <https://www.in.gov/indot/doing-business-with-indot/equity-initiative-services/what-we-do2/>

guidance, state guidance, such as the State of Indiana Cybersecurity Strategic Plan,⁶¹ and in consultation with stakeholders such as Indiana Office of Technology and Indiana Cybersecurity Hub.

In 2021, the Indiana Executive Council on Cybersecurity (IECC) developed an implementation plan for cybersecurity in Indiana⁶² which will serve as an overall guidepost for the requirements in this area. One of the council's committees was focused on energy and outlined specific deliverables and objectives that specifically affect this industry. Elements of the committee's work that will help inform INDOT's approach include:

- Critical Infrastructure Information:
 - Review state policy changes to protect critical infrastructure information while maintaining public access and freedom of information.
- Training:
 - Identify needs and opportunities specific to training the energy industry in the area of cybersecurity (at all levels: state, vocational, higher education).
- IURC Cybersecurity Forum:
 - IURC has recently hosted a cybersecurity forum for small natural gas utilities to share industry information and best practices.
 - IURC is hosted a Cybersecurity Forum in October 2022 with larger utilities.
- Resource Guide:
 - The IECC Energy Committee defined emerging technology and supply chain issues related to the grid in Quarter 3, 2022.
 - The IECC Energy Committee determined whether best practices and information were widely available Quarter 3, 2022.
 - The IECC Energy Committee developed an industry specific resource guide in Quarter 4, 2022.

Third-party awardees installing the EV charging stations will be required to submit a cybersecurity plan and obtain approval before installation begins. INDOT anticipates that these cybersecurity plans will demonstrate what data will be received and how the contractors will maintain and store the data collected. The plan will demonstrate how the contractors will maintain cybersecurity throughout the life cycle of the NEVI program. INDOT will require disclosure of any security or privacy breach and how the issue will be handled following all rules and guidelines listed in the cybersecurity plan. The third-party contractors will be responsible for updating the cybersecurity plan with any ongoing changes in any local, state, and Federal law related to cybersecurity or privacy.

During the operations and maintenance phase, contracts may require regular cybersecurity audits or reviews to ensure adherence to these requirements. Additionally, INDOT anticipates requiring reports and debriefs for any security or privacy breaches to understand the cause,

⁶¹ <https://www.in.gov/cybersecurity/executive-council/indiana-cybersecurity-strategic-plan/>

⁶² <https://www.in.gov/cybersecurity/files/cybersecurity-plan-2021.pdf>

impact, and future mitigations implemented to ensure future protection and to guide future procurement and contract considerations.

While INDOT will rely heavily on state cybersecurity policy and strategies, it will also review national resources to ensure alignment with the requirements and priorities of the Joint office. Examples include:

- NIST Cybersecurity Framework (referenced in the DriveElectric tool kit)⁶³
- US DOE Resources on EVSE Cybersecurity R&D, Challenges, Best Practices⁶⁴
- US DOT Volpe Report on EVSE Cybersecurity⁶⁵
- Symposium on Federally Funded Research on Cybersecurity of EVSE – NIST report⁶⁶
- Office of Energy Efficient and Renewable Energy’s Federal Fleet Cybersecurity⁶⁷
- Final NEVI Rules
- NEVI Template Update and Guidance (June 2023)

13 Program Evaluation

The updated NEVI Program Guidance indicates that each plan should evaluate implementation of the NEVI program by monitoring and reporting progress on the charging and AFC network and addressing opportunities for improvement. As of submission of this plan update, INDOT is committed to collecting and sharing data on NEVI charging stations as per the Final Rule. A description of this data is given in Section 9.3.

In addition to data sharing for charging stations, the Final Rule requires INDOT to submit a Community Engagement Outcomes Report. This is a description of community engagement events and activities conducted as part of the development and approval of this plan update. It should include engagement with DACs. The Community Engagement Outcomes Report is included in this plan as Section 3.1.

INDOT will also collect the any additional data to measure and report on the quantitative program outcomes provided in Section 4.2 and Section 10.3. A list of benefits, performance metrics, and values is given in Table 16. Currently, INDOT is in the process of determining its final equity metrics and relevant baselines and goals (as discussed in Section 10.3). For this reason, equity metrics are not yet applicable.

INDOT may define additional performance measures and targets as planning continues. For example, as charging infrastructure moves from implementation to operations, INDOT will collect the necessary financial data to calculate the amount of charging leverage per Federal dollar. INDOT will review its evaluation process regularly and adjusted it as necessary throughout the life of the program.

⁶³ <https://www.nist.gov/cyberframework>

⁶⁴ <https://www.osti.gov/servlets/purl/1706221>

⁶⁵ <https://rosap.ntl.bts.gov/view/dot/43606>

⁶⁶ <https://nvlpubs.nist.gov/nistpubs/ir/2020/NIST.IR.8294.pdf>

⁶⁷ [Federal Fleet Cybersecurity | Department of Energy](#)

Table 16: Program evaluation metrics

Benefit	Performance Metric	Value	Goal
Eliminate range anxiety for EVs	Percent of AFCs miles that are within 50 miles of a charging station	61.3%	100%
	Percent of Indiana’s population that is within 40 miles of a NEVI station	N/A	100%
Deliver the EV Plan to provide an interconnected, convenient, accessible, reliable, and equitable charging network	Number of sites implemented	N/A	Minimum: 44
	Number of ports implemented	N/A	Minimum: 176
	Percent of uptime of charging ports	N/A	Minimum: 97%

14 Discretionary Exceptions

To date, INDOT has not identified any specific discretionary exceptions. However, INDOT will continue to evaluate the need for exceptions during their first year of planning. Specific areas of focus will be the location of the final charging stations and the type and amount of charging proposed at each one. For example, the following potential scenarios and associated exceptions were identified through the INDOTs’ stakeholder engagement process:

- Scenarios where a station or combination of stations may satisfy operational requirements but are located more than 50 miles apart
- Scenarios where a station or combination of stations may satisfy operational requirements but are located more than 1 mile from the AFC.

INDOT plans to work with stakeholders and potential EVSE vendors, utilities, and communities to identify these potential exceptions during the planning activities post-award so specific locations can be documented, and justifications are built out. For example, the public meeting process in 2023 did provide feedback that some candidate sites may require an exception due to the ramp length and that some candidate sites would have more viable site hosts if an exception was granted. This feedback is being tracked and will be reviewed as part of the selection and award process.

15 Conclusion

This document presents a plan for how Indiana will deploy EV infrastructure over the next 4 years and beyond leveraging nearly \$100 million in Federal NEVI funding. This plan will enable INDOT to achieve its EV vision, which is to:

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.

The plan:

- Reflects INDOT's understanding of the current state of EV charging in Indiana
- Was developed in coordination with Federal partners to ensure compliance with Federal requirements
- Incorporates input INDOT received through an extensive stakeholder outreach and public involvement process

After submittal of this plan, INDOT will continue to develop the details needed for a successful EV program and provide additional opportunities for interested parties to continue to participate in the process. This plan is a living document that INDOT will update throughout the life of the program.



Appendix A. Tentative RFP Scoring Rubric (As of 7/31/2023)

An original draft of the scoring rubric was released for public comment from June 1-18, 2023. Following this public comment period, INDOT has undertaken an editing process of the rubric. *This version of the scoring rubric is **tentative** and will likely be further revised prior to publication of the final RFP. It is included in this plan update for illustrative purposes.*

Qualification and Project Approach [225 points]

Contents	Description	Point Breakdown	Subtotals
Experience	Past EVSE projects over the past five years; highlight IN and regional experience; highlight experience from all team members. Brief customer/client feedback may be provided but full references not required	0-24 = little or no prior experience overall, none in Indiana or surrounding sites 25-49 = multiple projects, not specific to IN or surrounding areas 50-75 = multiple projects, extensive experience specific to IN and surrounding areas, references provided positive feedback/endorsement	75
Qualifications	List firms, their key staff, and their qualifications specific to EVSE projects, role on the project, commitment throughout the project timeframe	0-24 = Little to no experience across all firms and staff in EVSE projects 25-49 = 1-2 of participating firms provide staff with experience in multiple EVSE projects 50-75 = all firms, all staff have supported multiple EVSE projects and have a demonstrated commitment to the project timeline	75
Project Approach	Planning, design/permitting, site preparation/construction, approach to rates/billing, O&M commitment, up time, data sharing, cybersecurity, physical security, estimated schedule, safety/training	0-24 = Poor project approach and/or limited planning, addressing only minimum NEVI requirements and some elements provided in the description 25-29 = well planned project approach and planning inclusive of all elements in the description; addressing minimum NEVI requirements and some optional requirements 50-75 = well-planned project approach including risk identification/mitigations, coordination with local safety officials, inclusive of all elements in the description, exceeding NEVI requirements and providing several optional requirements	75
Cost information	Cost share percent, financial structure	0-12 = minimum cost share (20% met), poor quality of financial information and/or demonstration of financial viability 13-25 = exceeded cost share requirement, demonstrated funding commitments/sources	25

Site Proposal [90 points]

Contents	Description	Point Breakdown	Subtotals
Site Information (name, address, municipality, county, lat/long, corridor)	Interchange access (distance from decision point on exit ramp)	0-2 = 1.0+ mile 3-7 = 0.5 mile 8-10 = within 0.5 mile	10
	Number of stalls/ports	0 = 4 stalls/ports (minimum NEVI requirement) 1-5 = 5-7 stalls/ports 6-10 = 8+ stalls/ports	10
	Total power available (for concurrent charging)	0 = 600 kW (minimum NEVI requirement) 1-5 = 601-999 kW 6-10 = 1000+ kW	10
	Communications and network	0-5 = little to no existing service or lack of coordination with network provider 6-10 = demonstration of sufficient capabilities and/or commitment from network/comms provider	10
	Utility provider commitment and upgrades	0-10 = Little to no coordination with utility provider and/or significant utility work required 10-20 = Extensive and/or quality coordination with and commitment from utility provider	20
	Enhancements and amenities (beyond minimum requirements: cameras, canopy, emergency call system, availability of staff, dedicated staff, availability of food/beverages, availability of free/open Wi-Fi, access to shopping/recreation, 24x7 access to restrooms/amenities, access to public transportation, pull-through space configuration)	0-5 = Minimum NEVI-required amenities provided nearby 6-7 = Minimum NEVI-required amenities provided on-site 8-10 = Based on amount and quality of amenities on-site or nearby	10
Site Schematic	Existing/proposed parking spaces, EVSE, point of sale, signage, electric service, space for future use, ADA access	0-9 = some of required elements presented on site schematic 10-20 = all required elements identified	20

Site Readiness [60 points]

Contents	Description	Point Breakdown	Subtotals
Site Readiness	Current/existing EVSE at proposed site	0 = none 1-5 = some L1 or L2 charging infrastructure is available 6-10 = some L2 or DCFC charging infrastructure is available	10
	Site host agreement status	0 = no commitment or agreement 1-5 = verbal or soft commitment 6-10 = draft agreement or signed letter of commitment from the site host 11-20 = signed site host agreement	20
	Utility coordination status	0-2 = No utility discussion 3-6 = Initial service request made to utility 7-10 = Utility assessment completed 11-13 = Preliminary engineering study finalized, or Interconnection proposal received from utility 14-15 = Utility agreement executed	15
	Permitting status	0 = permits required but no discussions initiated 1-4 = some discussion of potential permits required 4-7 = permits required and in the process of obtaining 8-10 = all permits identified and obtained, and no additional permits required	10
	Equipment availability	0 = no EVSE in inventory 1-2 = committed EVSE purchase orders 3-4 = EVSE purchased but delivery pending 5 = EVSE in inventory	5

Future Proofing [40 points]

Contents	Description	Point Breakdown	Subtotals
Future Proofing	Transformer capacity	0 = Unknown or transformed design yet to be completed 1-5 = 0-299 kW 6-10 = 300-599 kW 11-14 = 600-899 kW 15 = >900 kW	15
	MD/HD accommodations	0 = no future potential for MD/HD vehicles 1-5 = EVSE available to MD/HD vehicles.	10
	Use of renewable energy sources	0 = no renewables used 1-4 = Some percentage of power from renewables 5 = 100% of power from renewables	5
	Use of innovative and scalable infrastructure and technologies	0 = no incorporation of innovative technologies 1-5 = infrastructure elements that support future proofing such as upsizing conduit and additional transformer pad space are included 6-8 = both infrastructure and technology considerations are included 9-10 = both infrastructure and technology considerations are included, including the addition of NACS connectors	10



Equity, Workforce, and Economic Development [60 points]

Contents	Description	Point Breakdown	Subtotals
Equity, Workforce and Economic Development	Approach to INDOT plan equity goals	0-10 = acceptance of existing equity outcomes and support to meet them 11-20 = additional metrics identified and/or creative and robust about how to meet existing and potential metrics from the plan 21-30 = new metrics identified and innovative approaches for how INDOT can exceed desired equity outcomes are defined.	20
	Engagement of XBE during the proposal	0 = no engagement of XBE or small and local business during the pre- and proposal period. 1-5 = proposer attended one or more networking events held by INDOT during the procurement period. 6-10 = proposer attended one or more networking events held by INDOT during the procurement period and held one-on-one meetings with multiple XBE and small and/or local businesses during the procurement period. Documentation of these meetings must be included as an appendix.	10
	Use of XBE (DBE, MBE, WBE, etc.), small and local business on the team	0 = none 1-5 = moderate participation (1-5% of project scope) from XBE and/or local businesses 6-10 = substantial participation (more than 5% of the project scope) from XBE and/or local businesses	10
	Approach to workforce development (training)	0 = none 1-3 = adequate education/awareness plan that outlines who and how proposer will engage with during implementation 4-7 = robust education/awareness plan that also includes proposers' approach to expanding and investing in the clean energy job pipeline within Indiana and for providing technical assistance to interested XBE and small/local businesses 8-10 = robust education and awareness plan that also includes a commitment and sets targets/goals related to expanding the clean energy job pipeline within Indiana and educating XBE and small/local businesses	10
	Commitment and approach to education/awareness	0 = none 1-5 = adequate community engagement plan that outlines the strategy, timeline and outcomes for community education and awareness 6-10 = robust community education plan that outlines the strategy, timeline, and outcomes as well as sets targets/goals related to the community engagement	10

Appendix B: Existing Charging Stations Along AFCs

Location ID	Charger Level	AFC Route	Location (street address)	Number of Ports (Level 2)	Number of Ports (DCFC)	EV Network	Meets relevant requirements in 23 CFR 680 ⁶⁸	Intent to count towards “Fully Built Out” determination?
121754	DCFC	65	4205 Commerce Dr, Lafayette, IN 47905	0	4	Electrify America	Yes	Yes
121762	DCFC	465	4650 South Emerson Avenue, Indianapolis, IN 46203	0	8	Electrify America		
121783	DCFC	65	1351 Veterans Pkwy, Clarksville, IN 47129	0	6	Electrify America		
122626	DCFC	70	2399 State Rd 46, Terre Haute, IN 47802	0	4	Electrify America		
223345	DCFC	69	8375 E 96th Street, Indianapolis, IN 46256	0	6	Electrify America		
47141	Level 2 and DCFC	94	220 Verplank Rd, Burns Harbor, IN 46304	1	1	Non-Networked	No	No
47150	Level 2	69	4909 Lima Rd, Fort Wayne, IN 46808	1	0	Non-Networked	No	No
49666	Level 2 and DCFC	65	4302 Lafayette Rd, Indianapolis, IN 46254	2	1	Non-Networked	No	No
62132	Level 2	31	52203 IN-933, South Bend, IN 46637	2	0	ChargePoint Network	No	No
63533	Level 2	465	3473 E 96th St, Indianapolis, IN 46240	1	0	Non-Networked	No	No
63536	Level 2	65	6408 Crane Dr, Whitestown, IN 46075	1	0	Non-Networked	No	No

⁶⁸ Based on NEVI requirements for the number of DCFC ports, maximum 1-mile distance to AFC, 24-hour/7day per week access, and no access restrictions. Does not consider other requirements that lack readily available public data, such as charger uptime, cybersecurity procedures, payment options, etc.

73456	Level 2	65	707 East 80th Place, Merrillville, IN 46410	2	0	ChargePoint Network	No	No
74902	Level 2	65	4355 Lafayette Blvd, Indianapolis, IN 46254	1	0	Non-Networked	No	No
78306	Level 2	94	1215 IN-49, Porter, IN 46304	2	0	ChargePoint Network	No	No
79174	Level 2	69	5788 Coldwater Rd, Fort Wayne, IN 46825	2	0	Non-Networked	No	No
81205	Level 2	65, 70	435 Virginia Ave, Indianapolis, IN 46203	2	0	ChargePoint Network	No	No
94587	Level 2	65	4403 Hamburg Pike, Jeffersonville, IN 47130	2	0	ChargePoint Network	No	No
99632	Level 2	31	11610 N College Ave, Carmel, IN 46032	2	0	ChargePoint Network	No	No
100521	Level 2	65, 70	301 S Delaware St, Indianapolis, IN 46204	2	0	SHELL RECHARGE	No	No
102169	DCFC	31	1424 W Carmel Dr, Carmel, IN 46032	0	10	Tesla	No	No
102170	DCFC	69	3855 Indiana 127, Angola, IN 46703	0	6	Tesla	No	No
102171	DCFC	69	9 Municipal Drive, Fishers, IN 46038	0	10	Tesla	No	No
102172	DCFC	69	6309 Lima Road, Fort Wayne, IN 46818	0	10	Tesla	No	No
102173	DCFC	465	5120 Victory Drive, Indianapolis, IN 46203	0	8	Tesla	No	No
102174	DCFC	65	4901 State Rd. 26E, Lafayette, IN 47905	0	8	Tesla	No	No
104245	Level 2	69	5220 Value Dr, Fort Wayne, IN 46808	4	0	Non-Networked	No	No
104252	Level 2	31	224 W Jefferson Blvd, South Bend, IN 46601	2	0	Non-Networked	No	No
114220	Level 2	74	16501 N State Rd 63, Covington, IN 47932	2	0	Tesla Destination	No	No
114221	Level 2	65	856 N 600 E, Fair Oaks, IN 47943	3	0	Tesla Destination	No	No

114227	Level 2	65, 70	301 S Meridian St, Indianapolis, IN 46225	4	0	Tesla Destination	No	No
114228	Level 2	65, 70	31 S Meridian St, Indianapolis, IN 46204	10	0	Tesla Destination	No	No
114229	Level 2	65	327 N Illinois St, Indianapolis, IN 46204	10	0	Tesla Destination	No	No
114230	Level 2	465	3645 E 96th St, Indianapolis, IN 46240	5	0	Tesla Destination	No	No
114234	Level 2	65	619 North Shore Dr, Jeffersonville, IN 47130	1	0	Tesla Destination	No	No
114235	Level 2	65	155 Progress Dr, Lafayette, IN 47905	5	0	Tesla Destination	No	No
114236	Level 2	65	3834 Grace Ln, Lafayette, IN 47906	4	0	Tesla Destination	No	No
114242	Level 2	64	1003 E Main St, New Albany, IN 47150	1	0	Tesla Destination	No	No
114247	Level 2	31	115 W Colfax Ave, South Bend, IN 46601	1	0	Tesla Destination	No	No
114248	Level 2	31	53993 US 933, South Bend, IN 46637	4	0	Tesla Destination	No	No
116875	Level 2	465	8888 Keystone Crossing, Indianapolis, IN 46240	1	0	ChargePoint Network	No	No
116876	Level 2	465	8702 Keystone Crossing, Indianapolis, IN 46240	1	0	ChargePoint Network	No	No
116880	Level 2	70	49 W Maryland St, Indianapolis, IN 46204	1	0	ChargePoint Network	No	No
116881	Level 2	65	11622 NE Executive Dr, Edinburgh, IN 46124	1	0	ChargePoint Network	No	No
122437	Level 2	65	708 N 600 E, Fair Oaks, IN 47943	2	0	Tesla Destination	No	No

123672	Level 2	69	3081 Enterprise Drive, Angola, IN 46703	2	0	ChargePoint Network	No	No
149317	DCFC	70	109 South Capitol Avenue, Indianapolis, IN 46225	0	12	Tesla	No	No
149367	DCFC	65	6650 Whitestown Parkway, Zionsville, IN 46077	0	10	Tesla	No	No
153489	Level 2	31	219 S St Louis Blvd, South Bend, IN 46617	2	0	Non-Networked	No	No
153696	Level 2	94	6100 Southport Rd, Portage, IN 46368	2	0	ChargePoint Network	No	No
153742	Level 2	65, 70	31 S Meridian St., Indianapolis, IN 46204	2	0	SHELL RECHARGE	No	No
154204	DCFC	31	2301 East Markland Avenue, Kokomo, IN 46901	0	8	Tesla	No	No
154206	DCFC	69	3600 West 3rd Street, Bloomington, IN 47404	0	8	Tesla	No	No
155374	DCFC	70	2507 Chester Boulevard, Richmond, IN 47674	0	8	Tesla	No	No
165326	Level 2	31	3015 West 850 South, Bunker Hill, IN 46914	1	0	SemaCharge Network	No	No
167325	Level 2	64	200 Bank St, New Albany, IN 47150	1	0	Non-Networked	No	No
168847	Level 2	70	321 Barrett Dr, Greenfield, IN 46140	4	0	Tesla Destination	No	No
168865	Level 2	31	1105 E 181st Street, Westfield, IN 46074	4	0	Tesla Destination	No	No
171442	Level 2	69	10444 Orthopaedic Dr, Newburgh, IN 47630	2	0	ChargePoint Network	No	No
173696	Level 2	65	11622 NE Executive Dr, Edinburgh, IN 46124	1	0	ChargePoint Network	No	No

180736	Level 2	69	715 Grand National Drive, Fort Wayne, IN 46804	1	0	ChargePoint Network	No	No
182905	Level 2	465	9901 N Michigan Rd, Carmel, IN 46032	1	0	ChargePoint Network	No	No
182906	Level 2	465	9893 N Michigan Rd, Carmel, IN 46032	1	0	ChargePoint Network	No	No
186035	Level 2	65, 70	237 Delaware St, Indianapolis, IN 46204	2	0	ChargePoint Network	No	No
186356	Level 2	31	1007 Portage Ave, South Bend, IN 46616	1	0	Non-Networked	No	No
187942	Level 2	70	31 South Meridian, Indianapolis, IN 46204	2	0	SHELL RECHARGE	No	No
189006	DCFC	80, 90	3 E Knute Rockne Plaza, Rolling Prairie, IN 46371	0	2	EV Connect	No	No
189007	DCFC	80	3 N Wilbur Shaw Plaza, Rolling Prairie, IN 46371	0	2	EV Connect	No	No
190506	DCFC	80, 90	3 South Knute Rockne, Rolling Prairie, IN 46371	0	8	Tesla	No	No
190507	DCFC	80	7 North Wilbur Shaw Plaza, Rolling Prairie, IN 46371	0	8	Tesla	No	No
190509	DCFC	80	7065 North 475 East, Howe, IN 46746	0	8	Tesla	No	No
190510	DCFC	90	126 Mile Post 1-90 West, Howe, IN 46746	0	8	Tesla	No	No
190806	DCFC	74, 465	6311 Crawfordsville Road, Speedway, IN 46224	0	8	Tesla	No	No
192677	Level 2	69	6650 S Harding St, Indianapolis, IN 46217	2	0	ChargePoint Network	No	No
193573	Level 2	74	2120 Intelliplex Dr, Shelbyville, IN 46176	2	0	ChargePoint Network	No	No
193574	Level 2	74	2120 Intelliplex Dr, Shelbyville, IN 46176	2	0	ChargePoint Network	No	No
195697	DCFC	65	856 N. 600 E., Fair Oaks, IN 47943	0	12	Tesla	No	No

197720	DCFC	64	19920 Ruffian Way, Haubstadt, IN 47639	0	8	Tesla	No	No
201306	DCFC	74	1020 E Second Street, Veedersburg, IN 47987	0	8	Tesla	No	No
203260	DCFC	90	28054 2 County Road 4 West, Elkhart, IN 46514	0	8	Tesla	No	No
203263	DCFC	80, 90	5100 Clem Road, Portage, IN 46368	0	8	Tesla	No	No
203264	DCFC	80, 90	Indiana Toll Road, Portage, IN 46368	0	8	Tesla	No	No
205153	DCFC	80, 90	2971 Moose Trail, Elkhart, IN 46514	0	8	Tesla	No	No
205823	Level 2	31	12845 Old Meridian St, Carmel, IN 46032	2	0	Non- Networked	No	No
206853	Level 2	65	826 E Lewis and Clark Pkwy, Clarksville, IN 47129	1	0	ChargePoint Network	No	No
214939	Level 2	69	5811 Cross Creek Blvd, Fort Wayne, IN 46818	2	0	ChargePoint Network	No	No
216422	Level 2	465	3300 East 96th Street, Indianapolis, IN 46240	2	0	Blink Network	No	No
220695	DCFC	65	5325 E Southport Rd, Indianapolis, IN 46237	0	12	Tesla	No	No
221127	Level 2	69	8701 E 116th St, Fishers, IN 46038	2	0	ChargePoint Network	No	No
221128	Level 2	69	8701 E 116th St, Fishers, IN 46038	2	0	ChargePoint Network	No	No
221129	Level 2	69	8701 E 116th St, Fishers, IN 46038	2	0	ChargePoint Network	No	No
221130	Level 2	69	8701 E 116th St, Fishers, IN 46038	2	0	ChargePoint Network	No	No
221131	Level 2	69	8701 E 116th St, Fishers, IN 46038	2	0	ChargePoint Network	No	No

221132	Level 2	69	8701 E 116th St, Fishers, IN 46038	2	0	ChargePoint Network	No	No
221787	DCFC	74	1850 North Morristown Road, Shelbyville, IN 46176	0	8	Tesla	No	No
222336	DCFC	69	5909 Illinois Road, Fort Wayne, IN 46804	0	12	Tesla	No	No
223793	Level 2	70	1704 N. Shadeland Ave, Indianapolis, IN 46219	4	0	FLO	No	No
226631	Level 2	69	720 W 11th St, Auburn, IN 46706	2	0	ChargePoint Network	No	No
228497	Level 2 and DCFC	69	13901 Town Center Blvd, Noblesville, IN 46060	2	1	EVgo Network	No	No
230748	Level 2	70	2131 N Centerville Rd, Centerville, IN 47330	2	0	ChargePoint Network	No	No
235854	Level 2	69	555 Grand National Dr, Fort Wayne, IN 46804	1	0	ChargePoint Network	No	No
237662	DCFC	69	1 Gateway Dr, Washington, IN 47501	0	8	Tesla	No	No
238456	Level 2	265	3500 Ellingsworth Dairy Dr, Jeffersonville, IN 47130	2	0	ChargePoint Network	No	No
240942	Level 2	65	301 E Market St, Indianapolis, IN 46204	2	0	ChargePoint Network	No	No
240943	Level 2	65	301 E Market St, Indianapolis, IN 46204	2	0	ChargePoint Network	No	No
252624	Level 2	31	1320 City Center Dr, Carmel, IN 46032	2	0	ChargePoint Network	No	No
252890	Level 2	69	11400 IKEA Wy, Fishers, IN 46037	1	0	ChargePoint Network	No	No
252891	Level 2	69	11400 IKEA Wy, Fishers, IN 46037	1	0	ChargePoint Network	No	No
252892	Level 2	69	11400 IKEA Wy, Fishers, IN 46037	1	0	ChargePoint Network	No	No

254354	Level 2	69	715 Grand Nat'l Dr, Fort Wayne, IN 46804	2	0	ChargePoint Network	No	No
254518	Level 2	31	11595 N Meridian St, Carmel, IN 46032	2	0	ChargePoint Network	No	No
254527	Level 2	31	11595 N Meridian St, Carmel, IN 46032	2	0	ChargePoint Network	No	No
255186	Level 2	74	2177 Intelliplex Dr., Shelbyville, IN 46176	1	0	SemaCharge Network	No	No
255199	Level 2	65	118 E. Chestnut Street, Jeffersonville, IN 47130	2	0	SemaCharge Network	No	No
256576	DCFC	94	704 Plaza Dr, Chesterton, IN 46304	0	12	Tesla	No	No
256793	Level 2	69	6313 Lima Rd, Fort Wayne, IN 46818	2	0	ChargePoint Network	No	No
256797	Level 2	69	6309 Lima Road, Fort Wayne, IN 46818	2	0	ChargePoint Network	No	No
257666	DCFC	65	1377 S Lebanon St, Lebanon, IN 46052	0	12	Tesla	No	No
259879	DCFC	69	555 Grand National Dr, Fort Wayne, IN 46804	0	1	ChargePoint Network	No	No
262481	Level 2	465	2500 S High School Rd, Indianapolis, IN 46241	2	0	CHARGELAB	No	No
262483	Level 2	65	502 N Illinois St, Indianapolis, IN 46204	2	0	CHARGELAB	No	No
262484	Level 2	65, 70	1029 Fletcher Ave, Indianapolis, IN 46203	2	0	CHARGELAB	No	No

Appendix C. Check List of Federal Requirements

INDOT developed this Plan in accordance with FHWA's NEVI Formula Program Guidance memorandum dated June 2, 2023. This appendix lists the requirements provided in the memorandum and shows where in the Plan INDOT addressed each requirement. INDOT addressed all requirements in the Plan.

Plan Requirements

1. This updated NEVI guidance was developed to assist States in updating their Plans. Updated Plans will, once again, be submitted to the Joint Office. States are highly encouraged to use the template found at DriveElectric.gov. Updated Plans will be due on August 1 of the prior fiscal year.
Requirement addressed in Plan: Yes
Section: N/A
Notes: INDOT submitted the final Plan to the Joint Office on July 31, 2023.
2. States should work directly with the Joint Office during Plan updates and to remedy any issues with their Plans before submitting final updated Plans. Technical assistance provided by the Joint Office in coordination with FHWA is intended to help ensure Plans will comply with all Program Guidance and requirements.
Requirement addressed in Plan: Yes
Section: N/A
Notes: INDOT has met with the Joint Office bimonthly since the approval of the 2022 plan.

Plan Format

Introduction

3. This section of the Plan should introduce the Plan and the Plan development process to include a discussion of topics such as the Plan's study area, the dates of the analysis and adoption.
Requirement addressed in Plan: Yes
Sections:
Discussion of the Plan's study area: Section 1
Dates of analysis: Section 1.1.1
Dates of adoption: Section 1.1.2

This section of the Plan should also address the following, as applicable: If only certain sections of the Plan are updated from the prior fiscal year, the introduction should identify sections with modifications, along with a succinct summary of updates.

Requirement addressed in Plan: Yes
Sections:
Summary of updates: Section 1

State Agency Coordination

4. The Plan should describe how the State DOT has coordinated with the State's energy and/or environment department in the development and approval of the Plan.
Requirement addressed in Plan: Yes
Section: Section 2
Notes: INDOT coordinated with several state agencies, including both Indiana's energy and environmental departments.

5. The Plan should address any steps the State’s DOT has taken or plans to take to maximize opportunities to utilize U.S.-made EV supply equipment.

Requirement addressed in Plan: Yes

Section: Section 6.7

Notes: The Plan flags the ability to meet Buy America requirements for required equipment as a risk.

6. *This section of the Plan should also address the following, as applicable:*

- a. States should identify and discuss any memoranda of understanding (MOUs) or other agreement entered into with another State agency to help administer the NEVI Program.
- b. States should identify and discuss relevant interagency working groups that have been established in support of NEVI.

Requirement addressed in Plan: Yes

Section: Chapter 2

Notes: INDOT has not entered into any MOUs with other agencies. Working groups include MAASTO, AASHTO, NASEO, and a working group with other Indiana agencies.

Public Engagement

7. This section should discuss the statewide public engagement on EV charging infrastructure. This section should discuss the involvement of particular stakeholder groups in the Plan’s development to include the general public, governmental entities, federally recognized Tribes, labor organizations, private sector/industry representatives, representatives of the transportation and freight logistics industries, state public transportation agencies, and urban, rural, and underserved or disadvantaged communities.

Requirement addressed in Plan: Yes

Sections:

Overview of involvement approach: Section 3.0

List of stakeholder groups involved in Plan development: Section 3.1.1, 3.2.1

Feedback received from stakeholder groups: Section 3.1.2, Section 3.2.2, Section 3.3

8. States are strongly encouraged to engage stakeholders and communities to ensure the deployment, installation, operation, and use of EV charging infrastructure achieves equitable and fair distribution.

Requirement addressed in Plan: Yes

Sections:

Addressed in overall public engagement strategy – Chapter 3

Summary of targeted outreach to DACs – Section 10.2

This section of the Plan should also address the following:

9. Per 23 CFR 680.112 (d) States must include a community engagement outcomes report and include a description of the community engagement activities conducted as part of the development and approval of their most recently-approved Plan, including engagement with disadvantaged communities.

Requirement addressed in Plan: Yes

Sections: 3.1 (Community Engagement Outcomes Report)

10. States should also include specific information regarding engagement with Tribal communities.

Requirement addressed in Plan: Not applicable

11. States should also identify and discuss outcomes from engaging with utilities.

Requirement addressed in Plan: Yes

Sections: 3.2 and 7.3.3

12. States should discuss how they will engage communities or ensure that third-party entities contracted to install EV charging infrastructure will engage communities, where EV charging infrastructure will be sited.

Requirement addressed in Plan: Yes

Sections: 3.3, 5.2, 5.6, and 9.5 discuss that the RFP and subsequent contracts will require third parties to comply with NEVI guidelines, including those related to community engagement.

Additionally, Appendix A (the RFP rubric) demonstrates that proposing teams will be scored on their proposed community engagement efforts.

Plan Vision and Goals

13. The Plan should describe how it supports a convenient, affordable, reliable, and equitable statewide and national EV network.
Requirement addressed in Plan: Yes
Section: Section 4.2
Notes: This requirement is addressed in Indiana EV Goal #5
14. The Plan should describe how the State intends to use the funds distributed under the NEVI Formula Program to carry out the Program in each fiscal year in which funds are made available.
Requirement addressed in Plan: Yes
Section: Section 5, Section 7, and Section 8
15. Each State should provide 5-year goals for the duration of the program that include at least one outcome-oriented goal with a quantitative target.
Requirement addressed in Plan: Yes
Sections:
Goals – Section 4.2
Outcome-oriented goal with a quantitative target – Section 4.2
Notes: The Plan includes 2 goals that have quantitative targets.
16. This section of the Plan should also identify the overall vision and goals specific to the geography, demographics, and network of the State as consistent with the NEVI Formula Program.
Requirement addressed in Plan: Yes
Sections: Section 4.2 and Section 10.2
Notes: This requirement is addressed in Indiana EV Goal #5 and in the quantifiable outcomes listed in the Equity section of the Plan.

This section of the Plan should also address the following, as applicable:

17. States should indicate changes in strategic direction, goals, or milestones outlined in Plans from prior fiscal years.
Requirement addressed in Plan: Not Applicable. There are no significant changes in strategic direction, goals, or milestones.
18. States are also encouraged to discuss their strategy for utilizing NEVI funds once EV alternative fuel corridors are certified as “fully built out”.
Requirement addressed in Plan: Yes
Sections: Section 4.1

Contracting

19. The Plan should detail whether the State intends to contract with third-party entities, and if so, how the State will ensure that those entities deliver EV charging infrastructure in a manner that leads to efficient and effective deployment against Plan goals.
Requirement addressed in Plan: Yes
Section: Section 5.1
20. This section should also include a strategy for achieving efficient delivery and deployment and ongoing operation and maintenance. A contracting strategy that makes maximal efficient use of Federal funding will be an important consideration for approval of State plans.
Requirement addressed in Plan: Yes
Section: Section 5.2
21. This section should also discuss how States will ensure that third-party entities contracted to install, operate, or maintain EV charging infrastructure will engage communities where EV charging infrastructure will be installed.
Requirement addressed in Plan: Yes

Section: Section 5.1.2

Notes: INDOT intends to require the third-party entities to compile data required to engage communities.

22. Plans should also include a discussion of how the State will include opportunities for small businesses as provided at 23 U.S.C. 304.

Requirement addressed in Plan: Yes

Sections: Section 5.1.1 and Section 5.1.2, and Section 9.5

This section of the Plan should also address the following:

23. States should include the number, status, and timelines for existing and upcoming State Request for Proposals (RFPs), Request for Qualifications (RFQs), or contract awards.

Requirement addressed in Plan: Yes

Sections: 5.1 and 5.3

24. States should identify contracts awarded and include the type of contract mechanism used (public-private partnership design-build-operate-maintain, design-build, indefinite delivery/indefinite quantity, or others). States should identify RFP/contract provisions utilized/to be utilized to promote competitive bids and cost containment.

Requirement addressed in Plan: Yes

Sections: 5.3 and 5.4

25. States should identify if contracts used scoring methods for equity and Justice40 topics.

Requirement addressed in Plan: Yes

Sections: 5.5 and Appendix A

26. States should include information on how they are ensuring compliance with 23 U.S.C., 23 CFR 680, and all applicable requirements under 2 CFR 200.

Requirement addressed in Plan: Yes

Sections: 5.6 and Appendix A

Civil Rights

27. This section of the Plan should discuss how the State planning and implementation will ensure compliance with State and Federal civil rights laws, including Title VI of the Civil Rights Act and accompanying USDOT regulations, the American with Disabilities Act, and Section 504 of the Rehabilitation Act.

Requirement addressed in Plan: Yes

Section: Chapter 6

This section of the Plan should address the following, as applicable:

28. States should indicate changes in civil rights compliance considerations outlined in Plans from prior fiscal years, including changes to address compliance with minimum standards for EV charging infrastructure under 23 CFR 680.

Requirement addressed in Plan: Yes

Section: Section 6.1.1

Notes: The U.S. Access Board issued Design Recommendations for Accessible Electric Vehicle Charging Stations has been added to the list of applicable laws and regulations.

Existing and Future Conditions Analysis

29. This section should identify the existing conditions within the study area at the time of the Plan creation. It should include the best available information regarding the State's geography and terrain as it pertains to its EV charger deployment vision and challenges, current and future temperature and precipitation patterns, industry/market conditions (to include an overview of the existing state of EV charging, current and projected EV ownership, the location of existing EV charging, and a discussion of the roles of DC Fast Charging stations), public transportation needs, freight and other supply chain needs, grid capacity necessary to support additional EV charging infrastructure, electric utilities that service the study area,

land use patterns, travel patterns, EV charging infrastructure, information dissemination about the EV charging station availability.

Requirement addressed in Plan: Yes

Sections:

State's geography and terrain – Section 7.1.1

Current and future temperature and precipitation patterns – Section 7.1.2

Industry/market conditions – Section 7.3

Public transportation needs – Section 7.4.3

Freight and other supply chain needs – Section 7.4.4

Grid capacity necessary to support additional EV charging infrastructure – Section 7.3.2

Electric utilities that service the study area – Section 7.3.3

Land use patterns – Section 7.2

Travel patterns – Section 7.4

EV charging infrastructure – Section 7.6

Information dissemination about the EV charging station availability – Section 7.6

30. This section should also include a discussion on known risks and challenges for EV deployment.

Requirement addressed in Plan: Yes

Section: Section 7.7

This section of the Plan should also address the following:

31. States should provide information on AFC designations, including information from the most recent round of nominations, such as descriptive maps and tables.

Requirement addressed in Plan: Yes

Section: Section 7.5

32. States should clearly identify whether each of the existing stations are or will meet all of the relevant minimum requirements for EV charging infrastructure identified in 23 CFR 680.

Requirement addressed in Plan: Yes

Section: Section 7.6, Appendix B

33. The State should also indicate their intent to count each existing station towards a determination of fully built out status.

Requirement addressed in Plan: Yes

Section: Section 7.6, Appendix B

EV Charging Infrastructure Deployment

34. This section should discuss EV charging infrastructure installations and associated policies to meet the vision and goals of the Plan.

Requirement addressed in Plan: Yes

Sections

Installations – Sections 7.6, 8.2

Policies - Section 8.1

35. While the Plan does not need to include a list of exact EV charging infrastructure locations, it should provide as much detail as practicable on the location of the planned infrastructure (when known, to include the street address) and it should include an overall strategy for installations along designated corridors that prioritizes build out along the Interstate Highway System.

Requirement addressed in Plan: Yes

Sections

Locations – Sections 8.2.1, 8.2.2

Interstate System - Section 8.3

36. Components of this section should include information about planned new EV charging infrastructure deployment location types, as well as existing EV charging infrastructure locations planned for upgrade or expansion.

Requirement addressed in Plan: Yes

Section: Section 8.2.1, and Section 8.2.2

Notes: While INDOT currently has no specific plans for upgrading existing charging locations, Section 8.2.1 describes the how INDOT will be evaluating upgrade opportunities at the planned VW locations.

37. Plans should also identify which utility's territory the planned installations or upgrades are located in.

Requirement addressed in Plan: Yes

Section: Section 6.3.3

38. The section should also include a map, preferably also available online, and corresponding table of the corridors that are planned for EV charging infrastructure installation or upgrade as well as the approximate timing and priority for deploying EV chargers along each of these corridors to meet fully built out determination. The Joint Office can provide assistance to States to help develop these maps.

Specifically, maps should include:

- a. Approximate locations of planned EV charging infrastructure
- b. Approximate locations of existing EV charging infrastructure along those corridors, specifically noting existing EV charging infrastructure targeted for upgrade or improvement to meet the requirements of the NEVI programs

Requirement addressed in Plan: Yes

Sections:

Approximate locations of planned infrastructure – Section 8.2

Approximate location of existing EC charging infrastructure – Section 7.6

39. This section should also identify the source of non-federal funding for EV charging infrastructure deployments. It can include both immediate and longer-term actions but should identify actions to build-out Alternative Fuel Corridors, particularly those along the Interstate Highway System.

Requirement addressed in Plan: Yes

Sections: Section 8.1.1 and 8.3

40. It should also include actions that will be taken after the build-out of the State's Alternative Fuel Corridors has been accomplished, including ensuring that any portions of the Interstate Highway System not part of the designated Alternative Fuel Corridors for electric vehicles will be fully built-out. Funding topics covered should include funding amounts and sources (including the NEVI Formula Program at a minimum), use of public-private partnerships, and information about EV charging infrastructure ownership.

Requirement addressed in Plan: Not applicable, because INDOT's AFC network covers all interstates.

Section: Chapter 1

41. Funding topics covered should include funding amounts and sources (including the NEVI Formula Program at a minimum), use of public-private partnerships, and information about EV charging infrastructure ownership.

Requirement addressed in Plan: Yes

Sections:

Funding amounts and sources – Section 8.1

Use of public-private partnerships – Section 5.1.1

EV charging infrastructure ownership – Section 5.3 and 5.4

42. The overarching goal of the NEVI Formula Program is a seamless national EV charging network, so the Plan should also address how a State will coordinate and connect regionally with other States and adjoining networks.

Requirement addressed in Plan: Yes

Section: Section 8.3

This section of the Plan should also address the following:

43. In order to describe how a State plans to use their NEVI funding, this section should include details about the specific stations under construction and future stations. Information about stations under construction should identify known characteristics of those stations under construction at the time of Plan

approval. Information provided about future stations should illustrate characteristics about those stations that are anticipated to go under construction after Plan approval. Characteristics describing each station should illustrate the general anticipated location of the charging stations, the anticipated number of ports at each charging station, and the anticipated year that each station will be operational.

Requirement addressed in Plan: Yes
Section: Section 8.2

44. States should also indicate how many additional stations and ports (those stations that are not operational at the time of plan approval) the State estimates are planned to reach fully built out status, and the estimated timeframe when the State anticipates reaching fully built out status.

Requirement addressed in Plan: Yes
Section: Section 8.2

Implementation

45. Implementation considerations should include EV charging operations and maintenance programs, and EV charging infrastructure data collection and sharing. The Plan should identify installation, maintenance, and ownership responsibilities for the charging infrastructure and take into account how those roles will ensure the long-term sustainability of the station.

Requirement addressed in Plan: Yes
Sections: 9.1, 9.2, 9.3

46. The Plan should also demonstrate how the implementation will promote strong labor, safety, training, and installation standards as well as opportunities for the participation of small businesses.

Requirement addressed in Plan: Yes
Section: Section 9.5, Section 11.1, and Section 5.1.1

47. The Plan should also address emergency and evacuation needs, snow removal and seasonal needs, and ways for EV charging to support those needs.

Requirement addressed in Plan: Yes
Section: Section 9.4

48. The Plan should also describe strategies for resilience for operation during emergencies and extreme weather.

Requirement addressed in Plan: Yes
Section: Section 9.4

This section of the Plan should also address the following, as applicable:

49. States should indicate changes in implementation considerations outlined in Plans from prior fiscal years, including changes to address compliance with minimum standards for EV charging infrastructure under 23 CFR 680.

Requirement addressed in Plan: Yes
Section: Section 1.0, 9.3

Notes: The introduction details major changes to this chapter. They primarily entail changes to the data collection section (Section 9.3) to meet the NEVI Final Rule.

Equity Considerations

50. The Plan should be developed through engagement with rural, underserved, and disadvantaged communities and stakeholders, including relevant suppliers and contractors, and describe how the Plan reflects that engagement.

Requirement addressed in Plan: Yes
Sections: Chapter 3, Sections 9.1.1, 10.1, and 10.2

51. Plans should be developed through engagement with rural, underserved, and disadvantaged communities to ensure that diverse views are heard and considered throughout the planning process, and to ensure that the deployment, installation, operation, and use of EV charging infrastructure achieves equitable and fair distribution of benefits and services. Plans should reflect this engagement

Requirement addressed in Plan: Yes

Sections: Chapter 3, Sections 9.1.1, 10.1, and 10.2

This section of the Plan should also address the following:

52. States should indicate changes in equity considerations outlined in Plans from prior fiscal years, including changes to address compliance with minimum standards for EV charging infrastructure under 23 CFR 680.
Requirement addressed in Plan: Yes
Sections: Sections 10.2 and 10.3
53. States should include an updated discussion related to how the State is adhering to the goal outlined in the Justice40 Initiative as a part of Executive Order 14008 in the use of the NEVI Formula Program. See Questions and Answers for best practices surrounding consistency with E.O. 14008 and the Interim Justice40 Guidance
Requirement addressed in Plan: Yes
Sections: Sections 10.2 and 10.3

Labor and Workforce Considerations

54. This section of the Plan should consider the training, experience level, and diversity of the workforce that is installing and maintaining EV charging infrastructure which will create new opportunities for workers in the electrical and other construction trades, while also creating work for the skilled incumbent workforce around the country. To ensure safety and high-quality delivery, each Plan should consider the training and experience level of the workforce that is installing and maintaining EV charging infrastructure. This includes a discussion in the Plan describing how a State shall ensure that the workforce is trained in high quality training programs like the Electric Vehicle Infrastructure Training Program (EVITP) or otherwise comply with the qualified technician requirements in 23 CFR 680.106(j).

Requirement addressed in Plan: Yes

Sections:

- Training – Section 11.1
- Experience – Section 11.2
- Diversity – Section 11.3
- EVITP – Section 11.1

55. To help meet the workforce needs of the NEVI Formula Program, each Plan should also consider steps that will grow and diversify their local workforce. This includes utilizing innovative contracting approaches authorized by law to maximize job creation and economic benefits for local communities. This also includes taking proactive steps to encourage broader participation among women, Black, Latino, Asian American Pacific, Indigenous, and other underrepresented groups in the development of those workforces.

Requirement addressed in Plan: Yes

Sections: 11.3, 9.5

56. States should also consider how they can expand registered apprenticeships and invest in entry-level training programs like quality pre-apprenticeship programs. Consistent with Justice40, States should also consider how disadvantaged communities will benefit from this added job growth. Plans should describe how the qualified technician requirements under 23 CFR 680.106(j) will be reflected in a State's contracting and procurement strategies.

Requirement addressed in Plan: Yes

Sections: 11.3, 9.5, 5.6

This section of the Plan should address the following, as applicable:

57. States should indicate changes in labor and equitable workforce considerations outlined in Plans from prior fiscal years. At a minimum, this should include a discussion of how the State will ensure that the workforce installing, maintaining, and operating chargers has appropriate licenses, certifications and trainings in compliance with 23 CFR 680.106(j). Plans should also discuss how these qualified workforce requirements are enforced through the State's NEVI contracting and procurement strategies.

Requirement addressed in Plan: Yes

Sections: Chapter 11, Sections 9.5 and 5.6

Physical Security and Cybersecurity

58. This section of the Plan should discuss how the State will address physical security and cybersecurity in accordance with 23 CFR 680.106(h).
Requirement addressed in Plan: Yes
Sections:
Physical Security – Section 12.1
Cybersecurity – Section 12.2
59. The Plan should identify considerations when software updates are made to ensure the station or vehicle is not compromised by malicious code, or that a vehicle infects other stations during future charges.
Requirement addressed in Plan: Yes
Sections: Section 12.2

This section of the Plan should address the following, as applicable:

60. States should indicate changes in how physical and cybersecurity were addressed in Plans from prior fiscal years, including changes to address compliance with minimum standards for EV charging infrastructure under 23 CFR 680.
Requirement addressed in Plan: Yes
Sections: Section 12.1 added to address physical security requirements, and Section 12.2 has been expanded to address 23 CFR 680 and the state of Indiana’s cybersecurity requirements.

Program Evaluation

61. This section of the Plan should describe the State’s schedule and plan for evaluating performance in achieving its 5-year goals and vision. Evaluation of the effectiveness of this plan should include monitoring performance metrics, such as EV charging infrastructure usage, EV charging infrastructure reliability, customer satisfaction, equitable distribution and access to EV charging infrastructure within the State, greenhouse gas emissions, or other metrics that support creating a national network. This should include an assessment of a State’s efficient use of Federal funding, measured by the amount of charging leveraged per Federal dollar.
Requirement addressed in Plan: Yes
Sections: Section 13, Section 4.2, and Section 10.3

This section of the Plan should also address the following, as applicable:

62. States should provide a summary and assessment of the performance of EV chargers based on data submitted to the Joint Office in compliance with 23 CFR 680.112
Requirement addressed in Plan: Yes
Sections: Chapter 13

Discretionary Exceptions

63. As part of the development and approval of State Plans, and in very limited circumstances, a State may submit a request for discretionary exceptions from the requirement that charging infrastructure is installed every 50 miles along that State’s portion of the Interstate Highway System within 1 travel mile of the Interstate, as provided in the Alternative Fuel Corridors request for nominations criteria. Requests will not be considered or accepted for exceptions from other Program requirements. Requests will also not be considered or accepted for exceptions from regulatory requirements under 23 CFR 680. For example, exception requests will not be considered for the minimum number of charging ports (23 CFR 680.106(b)) or minimum power level (23 CFR 680.106(d)) requirements.
Requirement addressed in Plan: Yes
Section: Section 14