

Northern Indiana: EV Implementation Stakeholder Meeting

Date: Thursday, June 2, 2022

Time: 3:00PM – 5:00PM EST

Location: INDOT Plymouth Subdistrict, 2845 Jack Greenlee Drive, Plymouth, IN 46563

Registered: 47

Attended: 30

Q&A Session #1:

1. Jim Wyss, President, JMJ development, Inc. - Is this available on a website to view this program?
 - a. This slide deck will be available on the INDOT Website
2. Jim Wyss, President, JMJ development, Inc. - Last map – some sites selected, general strategic sites?
 - a. Preliminary locations, those that would cover NEVI requirements. These are interchanges, within a mile radius. Purdue is evaluating EV dwell times and interchanges (two weeks out). Also reviewing power availability to look at these locations. Will leave specific site selection open until RFP process.
 - b. So, RFP will leave to proposals to submit sample locations, site selections etc. Working through how criteria will be laid out. Expectation is the 44 sites will be broken into smaller chunks. Most likely not any individual sites.
3. Hailie Newman, Account Executive, Mid-Valley Supply – First, share if program is reimbursement?
 - a. Not sure on contracting if reimbursing. Believe 80% cost covered. VW funds are candidate for 20% match.
4. Hailie Newman, Account Executive, Mid-Valley Supply – Are the 6 DCFC non tesla?
 - a. Yes, 6 DCFC are non tesla sites.
5. Kevin Kirkham, NIPSCO – How strict on 1 mile and where do you measure by?
 - a. Answer: Measure 1 mile from the decision point at the interstate. Kept pretty strictly to the 1 mile. Decision point from the highway you are on. Some areas will be more stringent and more difficult but the majority will be simple. For those that are more difficult, will have further discussion. Some minimum amenity within NEVI guidance. INDOT is looking whether there are additional requirements want to include in RFP/Contract. Will take survey responses into this consideration
6. Adam Thada, Sustainability Manager, Indiana Toll Road Concession Company LLC – Are you able to consider anything outside of AFCs.
 - a. At this point in formula money, only looking at AFCs. FHWP may open additional nominations for AFCs. Do not want to be too prescriptive because then held to NEVI requirements. Want to keep more open.
7. Adam Thada, Sustainability Manager, Indiana Toll Road Concession Company LLC – Handicap accessible locations?
 - i. These are being looked into, equity, labor and workforce.

8. Adam Thada, Sustainability Manager, Indiana Toll Road Concession Company LLC - VW, included in planning process?
 - i. Have some preliminary information about locations for VW. Currently looks like most will not fit NEVI requirements but as information is learned will continue to adjust plan. If there is a natural alignment or upgrade VW sites. Will not hold back either project.
9. Joe Rogers, Executive Directors, White County Area Plan – Clarification point – are the only location that would fit this plan be the i-65 interchange?
 - a. For formula, yes. Community grants will offer opportunities for other areas of county.
10. Joe Rogers, Executive Directors, White County Area Plan – For the discretionary grants, do we know if it is only DCFC?
 - a. The guidance and February made it seem like it would be broader focused and include transit, community planning, etc.
11. Jim Wyss, President, JMJ development, Inc. – VW – 5.5 million, NEVI \$100 million over 5 years.
 - a. Intent of program is to cover 80% and leave 20% for project partners. The specific business model will not be prescribed by INDOT. Anticipate INDOT will allow contractors to determine business model.
12. Jim Wyss, President, JMJ development, Inc. – alternative fuels?
 - a. Goes into the discretionary grant program. The way it is written now, will allow to consider additional alternative fuels. Indiana’s AFC’s also have designations for other fuels too like CNG and propane
13. Leah Thill, Senior Environmental Planner, MACOG – Concerned about 1 mile. Case-by-case basis of exceptions. Enthusiastic about looking at technical locations. Interested in looking at working with Utility and their deployment to reduce how long takes to roll out chargers.
 - a. Power availability at site locations is something they are looking at to consider locations. Entire chapter about discretionary exceptions in plan. Federal group is fairly open to discretionary exceptions. Will be holding a workshop with INDOT to review the preliminary sites and identify any discretionary exceptions.

Q&A Session #2:

1. Leah Thill, Senior Environmental Planner, MACOG – Will there be a draft plan posted for public comment?
 - a. The final plan will be posted for comment. Today, we reviewed the plan sections for input. During the public meetings we are trying to show as much of the plan as possible (as much as developed) so can receive feedback. Welcome to provide feedback even after this meeting.
2. Kevin Kirkham, Director, NIPSCO – NEVI compliant, 4 dispenses 150Kw each. Theoretically 8 cars can charge simultaneously but would not meet NEVI criteria.
 - a. Wondering if have stations close by that might collectively count toward NEVI. This may be an exception. If you have any candidates for exception you can submit to any of project team members.
3. Hailie Newman, Account Executive, Mid-Valley Supply – How close would that be?
 - a. Ohio has a few examples that are about 2 miles. The plan isn’t final, but neither is the guidance. Our work with the plan is creating a lot of questions among states that are

being worked through on the federal side. Like every program, continually evolving.
Doing best to make sure use the funding.

4. Jim Wyss, President, JMJ development, Inc. – will there be a sample of what the contracting will include.
 - a. August 1 draft will have insights into the contracting process. Still have planning conversations
5. IBEW – Curious in plan when RFP comes out, considerations for electricians putting them in have training and doing it in a reliable and safe manner.
 - a. There is a chapter of the plan to address training and safety, working on preparing Indiana’s workforce to ensure diversity and training.
6. IBEW – Can I help do this?
 - a. Contact Diane to set up one-on-one call.
7. Leah Thill, Senior Environmental Planner, MACOG – free market pricing? Subsidized by Federal government by \$80%. Would be monopoly if limited stations within certain route since not as frequent as gas stations.
 - a. INDOT is looking at various models to maintain free market. Discussion around RFP to keep in mind pricing. Also communicating with charging providers on their models.
8. Eric Jung, CEO, Northeastern REMC – Keep in mind, more going in behind charging station. Wide spread things that will go into costs. Pricing structure vastly different behind station.
 - a. Some of make-ready work may be eligible with funding.
9. Eric Jung, CEO, Northeastern REMC - Consideration for maintenance of chargers? Not a lot of choices right now so if offline will cause problems
 - a. Robustness and reliability of network. Those bidding will have a 5-year agreement for minimum uptime. Report up to INDOT. One of the overall goals of the program is to address range anxiety. To address this the network needs to be reliable.
10. Tim Hartigan, VP Administration, Gasoline Equipment – how do utilities fit in once lay out charging stations?
 - a. INDOT having as many 1-on-1 conversations, site visits, Utilities as key stakeholder. INDOT will manage up to a certain point, shift to private sector. Hope to have relationships in place with utilities, starting now and continuing over the next five years.
11. Jim Wyss, President, JMJ development, Inc. – Would want to have conversations with contractors about having sites available for an area.
 - a. INDOT has not decided yet, but contractors may be able to decide final site selection and connect with potential site hosts.
 - b. Next step is creating RFP. First year planning includes developing RFP. Make sure well thought out and have considered all factors.
 - c. INDOT wants to do as much work up front to make sure rule out as many locations that would not work/not feasible for stations.