INDOT Electric Vehicle Infrastructure Plan

DRAFT
Virtual Review

July 13, 2022
Introductions

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  - Executive Director
# Plan Overview

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1. Introduction
1. Introduction

- **NEVI Program Overview and Goals:**
  - 2021 Bipartisan Infrastructure Law (BIL)
  - Goal: create nationwide network of 500,000 EV chargers by 2030
  - Funding:
    - $7.5B ($5B formula, $2.5B discretionary) over 5 years
    - Indiana = $99,605,738

- **Approach:**
  - Existing research
  - Stakeholder engagement
  - Plan development and review

- **Key Requirements:**
  - Every 50 miles along State’s interstate highway system, within 1 mile of the Interstate
  - EV charging infrastructure must include at least four 150KW Direct Current (DC) Fast Chargers
  - Rest areas are not eligible locations
  - States are allowed to contract with private entities for installation, operations and maintenance
1. Introduction

KEY IMPLEMENTATION DATES

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

- Internal
- External

- REV Midwest States:
  - Minnesota
  - Wisconsin
  - Illinois
  - Michigan
3. Public Engagement
3. Public Engagement

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

- General Public:
  - Community-based organizations
  - Grassroots EV chapters
  - Underserved/underrepresented communities

- Government:
  - State agencies
  - General Assembly
  - Metropolitan planning organizations
  - Municipal and county governments
  - Public transit organizations
  - EV Product Commission
  - 21st Century Energy Task Force
  - REV Midwest member states

- Labor Organizations
- Private Sector:
  - Charging providers
  - Original equipment manufacturers
  - Infrastructure and energy alternatives

- Consumer- and Investor-Owned Utilities
- Freight and Logistics
- Academia
3. Public Engagement

KEY ACTIVITIES AND SCHEDULE

- Request for Information (closed April 29)
- AFC nominations (submitted May 2)
- Virtual open house (May 11)
- Public Survey (closed May 27):
  - Over 2,000 responses received
- Utility questionnaire (INDOT and OED) (closed June 8)
- In person meetings:
  - June 2: Northern Indiana
  - June 9: Central Indiana
  - June 14: Southern Indiana
- One on one meetings (March 2022 to present)
- Virtual public walkthrough (July 13)
3. Scope of Engagement (Who)

36 Organizations

[Logos of various organizations including IMPA, SIMON, electrify america, REV, FMI, FHWA, AES, TESLA, INDIANA MOTOR TRUCK ASSOCIATION, CROSSROADS SOLAR, CITY OF BLOOMINGTON, IMA Manufacturers Association, NREL, BLINK, DRIVE CLEAN INDIANA, and 1820 VENTURES]
3. Public Engagement

RFI SUMMARY OF FEEDBACK

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

3. Public Engagement (Public Surveys)

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

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

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

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

- **Prioritization**
  - Addressing gaps in the existing charging network
  - Total traffic volumes
  - EV traffic volumes
  - Increasing EV charging in rural Indiana
# Public Engagement (In-Person Meetings)

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

- Draft plan posted for public comment on July 20, 2022
- Request one-on-one meeting with INDOT
  - ~70 meetings held to date
- Comment on INDOT NEVI Program Webpage

COMING SOON:
- Join INDOT’s EV Registry for interested stakeholders: communities, vendors, engineering firms, utilities, etc.
4. Plan Vision and Goals
4. Plan Vision and Goals

- **Vision:**
  - Collaboratively plan, build, and maintain safe and innovative **EV** infrastructure that enhances quality of life, drives economic growth, and facilitates the movement of people and goods

- **Priorities:**
  - Resolve 50-mile gaps on alternative fuel corridors
  - Provide service in high demand areas, exceeding requirements when warranted
  - Provide service in disadvantaged communities and rural areas
  - Leverage existing access to utility service
4. Plan Vision and Goals

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

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Target</th>
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<tbody>
<tr>
<td>Percent of Alternative Fuel Corridors miles that are within 50 miles of a charging station</td>
<td>100%</td>
</tr>
<tr>
<td>Percent of Indiana’s population that is within X miles of a charging station</td>
<td>100%</td>
</tr>
<tr>
<td>Number of sites implemented</td>
<td>TBD</td>
</tr>
<tr>
<td>Number of ports implemented</td>
<td>TBD</td>
</tr>
<tr>
<td>Percent of time at least one port is available at all sites</td>
<td>TBD</td>
</tr>
</tbody>
</table>
5. Contracting
5. Contracting Overview

- **Strategy:**
  - Competitive procurement process
  - Incremental release of RFPs
  - Multiple sites in each release

- **Assumptions:**
  - 20% match - leverage private sector contributions
  - INDOT will not operate or maintain
  - 5-year minimum O&M

**NOTE: TIMEFRAME IS APPROXIMATE**

- **2022-2023**
  - Prioritization of preliminary sites

- **2023-2024**
  - Procurement of Phase 1 sites

- **2024-2025**
  - 1. Implementation of Phase 1 sites
  - 2. Procurement of Phase 2 sites

- **2025-2027**
  - 1. Implementation of Phase 2 sites
  - 2. Procurement for Phase 3
  - 3. Full build out of AFCs
5. Contracting (Contract Management)

**GENERAL SCOPE FOR INSTALLATION, OPERATIONS AND MAINTENANCE:**

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

**POTENTIAL CONTRACTING MECHANISMS**

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

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

- Geography and Terrain
  - Relatively low elevation
  - More interstate highways than any other state
  - Indiana’s terrain does not impede or create a challenging environment for general passenger vehicle transportation or EV operations, as both passengers and freight travel freely through and around the state year-round.

- Climate:
  - Varies by region and can fluctuate from 0 to 100 degrees Fahrenheit, although extreme temperatures are typically only for short periods
  - Indianapolis, near the center of the state, averages 28 degrees in January and 72 degrees in July.
  - Approximately 43 inches of rain and 22 inches of snow per year.
  - Indiana’s relatively mild climate conditions are welcoming for EV.
  - Weather could be a factor for short periods during winter since cold temperatures affect battery life and range.
6.2 Land Use

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

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

- **Grid Capacity:**
  - No need current need for major grid updates
  - Close collaboration between utility companies and the public sector is crucial
  - Commercial fleet electrification may be biggest driver of future grid needs
  - Grid management is high priority as EV adoption increases
  - EVs should become a grid asset:
    - Vehicle-to-grid (V2G)
    - On-site energy generation and storage
  - Renewable energy should be an integral part of the transportation electrification process

- **Electric Utilities:**
  - Potential for match contributions
  - Verified need for early and frequent engagement
  - NEVI-compliant infrastructure likely to require some investment from utilities
  - Opportunities for implementing and managing load balancing are being explored:
    - Off-peak charging
    - Metering
  - Utilities are leading resiliency efforts across the state:
    - Grid modernization
    - Battery storage
6.4 State Travel Patterns
6.4 State Travel Patterns

- Number of trips and dwell sessions by AFC

![Bar chart showing number of unique trips and dwell sessions by AFC for various Interstate Routes in May 2022.]

- Number of trips and dwell sessions by AFC

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

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

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

- **All EV Charging Locations:** 241
- **DC Fast Charger Locations:** 23
- **NEVI Compliant Charger Locations:** 4
6.6 Existing Charging Infrastructure (NEVI)

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

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

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

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

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

- 2022-2023
- Two procurements, administered by IDEM
- 61 stations planned
7.3 Preliminary Charging Infrastructure

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

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

- 98% of Indiana residents will be within 35-miles of a DCFC location.
7.3 Preliminary Charging Structure

- Preliminary station locations are shown in green.

- The preliminary station locations minimize the total number of station required to meet NEVI compliance.

- The alternate station locations provide alternative locations in the event no site hosts are identified at a preliminary station location.

- Alternate locations are also potential candidate locations for additional/future station locations.
7.4 State, Regional and Local Policy

- **State:**
  - HB 1168 – Establishes the Indiana EV Product Commission (April 2021)
  - HB 1385 – Encourages growth in Indiana’s charging
  - HB 1148 – Establishes a tax credit for qualified EV charging stations

- **Regional**
  - Regional Electric Vehicle (REV) Midwest (September 2021)
  - Focus on future-proofing and interoperability

- **Local:**
  - Ex. zoning, permitting
  - Supportive examples:
    - Climate action plan goals
    - Unified development ordinance
    - Local tax contributions
  - Roadblocks
8. Implementation
8. Implementation

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

<table>
<thead>
<tr>
<th>Planning (INDOT)</th>
<th>Procurement (INDOT + Private Sector)</th>
<th>Installation, Operations and Maintenance (Private Sector + INDOT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Evaluate and prioritize preliminary sites</td>
<td>• Multiple, competitive RFPs</td>
<td>• INDOT: contract management, oversight</td>
</tr>
<tr>
<td>• High level site design and requirements</td>
<td>• Evaluation criteria:</td>
<td>• Data collection</td>
</tr>
<tr>
<td>• Engagement</td>
<td>• Minimum</td>
<td>• Performance measures</td>
</tr>
<tr>
<td>• Collaboration tools and forums</td>
<td>• Value-add</td>
<td></td>
</tr>
<tr>
<td>• Define minimum O&amp;M requirements</td>
<td>• Oversight and decision-making by INDOT</td>
<td></td>
</tr>
</tbody>
</table>

**Procurement (INDOT + Private Sector)**
- Multiple, competitive RFPs
- Evaluation criteria:
  - Minimum
  - Value-add
- Oversight and decision-making by INDOT
8.2 Identifying Service Providers and Station Owners

- Regular and frequent communication
  - Vendors
  - Suppliers
  - Site hosts

- Feedback and opportunities
  - Site selection methodology and phasing
  - Identifying cost-share opportunities

- Tools and methods:
  - Web page
  - Mailing list and social media
  - Networking events (industry forums, vendor days and/or open house)
  - Registration/forum for interested vendors to connect
  - Newsletter or information sessions
8.3 Data Collection and Sharing

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

- Trends and conditions for implementation
- Progress of plan implementation
## 8.4 Resilience, Evacuation, Snow Removal and Seasonal Needs

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

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

### Snow Removal and Seasonal
- Incorporation into O&M contracts (snow removal)
- Incorporation of infrastructure hardening into minimum design standards (withstand storms and ensure operator safety)
8.5 Strategies to Promote Labor, Training, Safety, and Installation

- Ongoing Engagement
- Procurement and Contracting
- Federal NEVI Requirements
- Workforce Leadership

National Electric Vehicle Infrastructure
9. Civil Rights
## 9.0 Civil Rights

### Federal
- U.S. Code Title 23, Part 200
- Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970
- National Environmental Policy Act (NEPA)
- Title VI/VIII of the Civil Rights Act Of 1964

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

- Justice 40 Initiative (January 2021)
  - At least 40 percent of the overall benefits of certain Federal investments flow to disadvantaged communities (DACs).
  - NEVI is a Justice40 covered program
  - 59% of Indiana’s population is in DAC or rural area

- Outreach and Engagement:
  - NAACP:
    - State
    - Evansville
  - Black Lives Matter (South Bend)
  - American Association of Blacks in Energy (Indiana)
  - Indiana Alliance for Equity, Diversity, and Inclusion of EV Infrastructure and Economic Opportunity

*https://www.transportation.gov/equity-Justice40*
10. Equity (Benefits)

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

ASSESSMENT OF PRELIMINARY LOCATIONS:

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

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

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

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

Title 49 Part 26
Equal opportunity for DBE
12. Cybersecurity
12. Cybersecurity

**Federal and State Policies**

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

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

**Procurement and Contracting**
13. Program Evaluation
13. Program Evaluation

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

- Frequency of collection
  - Quarterly
  - Annually

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

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

Indiana resources:
- Indiana NEVI Program Web page: [https://www.in.gov/indot/current-programs/innovative-programs/electric-vehicle-charging-infrastructure-network/](https://www.in.gov/indot/current-programs/innovative-programs/electric-vehicle-charging-infrastructure-network/)
- Comment: [https://in.accessgov.com/indot/Forms/Page/indot/public-survey/0](https://in.accessgov.com/indot/Forms/Page/indot/public-survey/0)
- INDOT Plan will be posted on July 20, 2022 for public comment
  - Comments received will inform future updates to the plan

Federal Resources:
- NEVI Formula Program - [https://www.fhwa.dot.gov/legsregs/directives/notices/n4510863.cfm](https://www.fhwa.dot.gov/legsregs/directives/notices/n4510863.cfm)
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Q & A