

## INDOT Indianapolis meeting notes and Q n A session

Session – Central Indiana

Location – Indianapolis

Attended – 37

Registered – 54

### Q and A Session:

1. Keely Hughes, Denise Abdul Rehman (EJC State Chair) and Dr. Lionel Rush (President – IMA) – Who is in the working group? Are underrepresented communities considered, Want to understand who is planning the entire thing? Can underrepresented communities come to table? Is it open to letting underrepresented communities coming to the table for planning? Will people of color be left behind in this planning?
  - a. IEDC, Utility reg commission, GICC, HNTB, Power organization, we are open to bringing in more partners. Still engaging with more people every day. Conversation within public groups is going on. No, people of color will not be left behind.
2. Denise Abdul Rehman (EJC State Chair) – We have started installing chargers on our site. How do we know whether its NEVI compliant?
  - a. If 4 chargers with 110kw. Plus, other NEVI requirements. 50 miles between chargers and 1 mile within an interchange
3. Denise Abdul Rehman (EJC State Chair) – HB1221 amendment: EV chargers to be placed in ethnically diverse community. How is INDOT interpreting that? How will the legislation ensure fair proportion of ethnically and economically disadvantaged communities? Will the draft plan include the overlay of disadvantaged communities?
  - a. Many of the locations on the map are within a driving distance of such communities (within 5 miles)
  - b. INDOT responsible for all state laws. DOE provides high level mapping of disadvantaged communities, INDOT dives much further, looks at socioeconomic data at zip code level to assess how site locations are impacting and meeting the requirements. INDOT will be adjusting to meet these requirements. Formula funds focused on 50-mile requirements; other funding is grants that will cover disadvantaged communities (discretionary grants).
  - c. Information will be mapped and shown in the draft plan. Plan will also be meeting Justice 40 requirements.
4. Unknown - How will you decide on number of chargers, slots? How will you decide number of vehicles?
  - a. Once locations are identified, Purdue will come into research on vehicle volume. All these stations will be scalable in future to satisfy the increasing demand.
5. Denise Abdul – Rahman (EJC State Chair): How many more stations does Indiana plan to install? Are they supported by Utility?
  - a. Yes, supported by utility
6. Unknown - Who is negotiating the rates? How will that process look like?

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- a. HB1221 provided flexibility for utilities to decide rates. Power provider and reg commission will.
7. Paul Knapp (Chairman – Young & Laramore Advertising) – Any mandate from federal gov on how to handle pricing across the nation or is it on the state.
  - a. No federal guidance yet. It could change but as of now, pricing structure decided by provider and IURC. Based on the model through which chargers are installed. Will be detail in RFP.
8. Lance Bradbury (Business Rep – IBEW 481): INDOT will leverage partnership with private companies for chargers? How will the bidding look like? Are labor laws considered? Who will set requirements for construction?
  - a. Yes, INDOT will make sure all requirements for contractors are met first. Will be working on training and certification program to make sure labor is trained.
9. Keely Hughes – How many existing charging stations are currently operating? How will INDOT deal with lack of maintenance.
  - a. US DOE does not provide live data of which chargers are working. But this will change as it is one of the performance measure and reliability measure.
  - b. Contractors and participants are required to provide info on uptime, downtime, and maintenance. Federal gov and INDOT will be benchmarking the whole performance. Chargers will be networked.
10. Representative for Pastor Greene (Purpose of live ministries) - How many projected EV chargers will be installed? Is it over the next 5 years?
  - a. 44 preliminary locations: Each location will have at least 4 chargers. The chargers will be installed over the next 5 years. Per location, costs vary (1-1.5 mil) Mainly towards upgrading power infrastructure
11. Representative for Pastor Greene (Purpose of live ministries) – How do you become a vendor or participant?
  - a. INDOT will hire a program manager. Develop RFP for vendors, outreach and communities will be done including DEI requirements.
12. John Holland (Edge energy) – How will you deal with bringing in 3 phase power? What about line extension and grid readiness? We upgrade 1 phase to 3 phase; how could we participate in programs? Why are Rest areas not allowed?
  - a. Indiana has limited sites with 3 phase power. Rural areas do not have that ability. A lot of development is underway and will be happening over the next few years. INDOT will be working with service providers to adjust locations. INDOT is willing to adjust/change locations to meet these requirements. Private development is also encouraged. Corridor readiness might be pushed a little as a result of private development. No clarity yet whether NEVI funding can provide enough funding to concentrate on this issue. Majority of sites and locations are at exits which does have 3 phase power.
  - b. Rest areas cannot be allowed to have privatization, hence no charging stations.
13. Bill Spangler (CEO – PracticewiseMD) – Are those locations finalized before 2023? Will you be working with EVGO and Electrify America? Do you need to have all 44 sites approved before construction begins?

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- a. We focused on AF Corridors first. We anticipate working with Blink, ChargePoint, Electrify America and EVgo. We want to reach even beyond that to have an all-inclusive base of providers.
  - b. Not necessarily, once the site is approved, the construction can begin once all requirements are fulfilled. Some sites may be easier to develop than others.
14. Lauren Clemens (Assistant Director of Sustainability – Bloomington) – What info are you looking to forecast future demand for charging. What is the variable that feed into this?
  - a. Key variable – 50-mile radius across corridors, existing charging locations were developed over time, as requirements changed over time, these may or may not have been developed accordingly. Purdue will put together demand information and scaling.
15. Denise Abdul Rehman (ECJ State Chair) – Can you talk about revenue part of the EV infrastructure for site hosts.
  - a. Cannot give great details as of now. Different models are being used to generate revenue. Some share revenues. Some offer it as a service. It is mainly based on what model the site host and the vendor agrees on. Cannot give a definitive answer.
16. Paul Knapp (Chairman – Young & Laramore Advertising) – Is local population and usage considered?
  - a. The Purdue study will look into it and INDOT will be adjusting. 4 is minimum number of chargers.
17. Anthony strong (Flint Michigan) – Will ports be sharing the load? Are you dealing with stations outside the 1-mile radius off of interchange?
  - a. No as they are outside the scope
18. Lisa Bentley (Community member) – Gas and fuel tax will reduce as fuel consumption goes down, has INDOT looked into it?
  - a. Federal government is looking into it. At state level, general assembly is looking into it. As of now, EV ownership is small but growing. General assembly introduced an EV and Hybrid vehicle fee. The loss of revenue will be filled through these fees.
19. Jason Hoffsets (Hoosier EV association president) – How do we exceed the minimum requirements?
  - a. We are willing to work with vendors to increase the scope of the program. Bidding/RFP/RFI will inform as to get the best bang for the buck. We would ideally want to put the greatest number of chargers we can without money. It is mainly based on pricing of the vendors. But opportunity is there.
  - b. HB1221 requires that site hosts purchase power from local vendors.
20. Ryan Henderson (community member) – Have you worked with IDEM and VW chargers? Will funding be given to that program to make them NEVI compliant?
  - a. Yes, consideration has been given and accounted for planned VW site locations. There is an opportunity to upgrade an existing station to NEVI standards. Not just limited to VW stations but also to private stations which meet the nevi requirements.
  - b. IDEM/VW is a third of the way in their process, they are ahead of INDOT's plans so a conversation will be taking place.
21. Dr. Lionel Rush (President – IMA) – How will our constituency play a part in this Sea of Change (infrastructure and vehicles). What about price parity? How will we make it price competitive? How will people in apartments and people of color be included in this infrastructure plan? How

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will criminal justice, equity be a part of this? (Rhetorical Question just to emphasize these issues)

### Session 2:

1. Denise Abdul Rahman (ECj State Chair) – A lot of interested people could not attend, can you arrange for a zoom meeting for the last meeting? Can there be more public hearing meetings across the state at more equitable locations and better hours? Are urban communities being left out. Can the survey deadline be extended even further?
  - a. We will be having an additional virtual meeting for the whole state. It will be posted on the INDOT website.
2. Keely Hughes (Skill demand)– Are charging stations made in USA? How do we make sure that they are made in USA? How much will be DBE/DVE percent spend?
  - a. The program is part of the Buy America program so vendors will be making sure that they comply with the requirements of Buy America. INDOT may be able to incentivize locally manufactured chargers.
3. Cody Griffin (Parts manager – Kenworth of Terre Haute) – Is this all geared towards everyday use or class 6,7 and 8 semis going on interchange? If charging is not there, electric trucks will be difficult to sell.
  - a. We worked with Indiana Motor and Truck association. INDOT will require sites to have foundations for Heavy and Medium duty trucks. Class 8 may not be able to charge right away but we will be working towards making these sites future proof.
  - b. For NEVI, there are plans to go into medium and heavy-duty trucking, but it will take in the next 2-3 years. School buses will be in the same class.