

State EV Implementation Plan - Public Engagement Plan

This public engagement plan may be updated to add or remove objectives, stakeholders, strategies or methods as needed to adapt to new and changing circumstances as the program progresses.

Program Description and Background

According to guidance from the [National Electric Vehicle Infrastructure](#) (NEVI) formula program under the [Bipartisan Infrastructure Law](#) (BIL), Indiana can expect to receive nearly \$100 million in federal funding to help achieve program goals (see Appendix A). While formula funds are essentially guaranteed for each state, BIL guidance requires each funding applicant to submit an EV Infrastructure Deployment Plan which details how use of NEVI formula funds is consistent with Federal Highway Administration (FHWA) guidance on developing charging networks along designated alternative fuel corridors (AFCs) and provide infrastructure for underserved communities (See Appendix B).

Through the National Electric Vehicle Infrastructure (NEVI) program created by passage of the 2021 Bipartisan Infrastructure Law, INDOT will contract with partners to build [Level 3 DC Fast Charge](#) charging stations along Indiana's federally-designated [alternative fuel corridors](#) (AFCs). The [Alternative Fuel Data Center](#) shows Indiana's designated alternative fuel corridors.

Charging station locations will be determined by [federal guidance](#) and using a data-driven approach considering EV miles traveled, EV adoption rates and growth models, existing and planned stations, and electric grid capacity among other factors. Locations will also be selected to ensure convenient, equitable access for users in rural and urban areas, station capacity, design, and areas that will promote usage by passenger EVs and medium- and heavy-duty EVs.

Once Indiana's plan receives federal approval, INDOT will contract with partners for the installation, operation, and maintenance of the EV charging stations. Indiana's effort feeds into a national initiative to create a network of at least 500,000 reliable chargers across the U.S. to support the growing adoption of electric vehicles.

Program Goal

The goal of the program is to provide safe, efficient, and high-quality Infrastructure that enables EV drivers to travel throughout the state. The network will give drivers confidence and flexibility when traveling for work or recreation, and provide infrastructure for underserved communities. In accordance with guidance, the Plan will focus on interstate routes first, then transition to other routes after the interstates have been completed.

Public Engagement Objectives

Public engagement is part of the Department's information collection and development phase of the program. Through public engagement, the Department plans to:

- Gain insight into market motivations from various stakeholders that drive investment and activity into EV charging.
- Gauge the level of interest and need for Bipartisan Infrastructure Law (BIL) funding opportunities, participation, and engagement with other federal funding sources.

- Identify key planning considerations for EV charging build-out.
- Determine the level of interest in servicing specific communities and gauging which communities are likely to be underserved, as outlined by the Justice40 Initiative.
- Gain insight into delivery readiness to successfully implement EV charging programs.
- Gain insight into metrics and performance monitoring techniques that determine successful EV charging programs.
- Obtain an in-depth understanding on how INDOT can directly support implementation for various respondents.
- Determine other considerations that INDOT should be aware of.

Stakeholders

Based on guidelines from the FHWA, Indiana’s public outreach will include particular stakeholder groups. Stakeholder engagement will continue throughout the program’s five years to reflect updated guidance, funding streams, and stakeholder needs. Stakeholder groups to be considered include:

- General Public
 - Established community-based organizations to ensure both urban and rural area representation
 - Underserved or disadvantaged communities
- Government
 - State energy office and other partner agencies
 - General Assembly
 - Metropolitan Planning Organizations (MPOs)
 - Municipal and County Governments
 - Public Transit Organizations
 - EV Product Commission
 - 21st Century Energy Task Force
 - REV Midwest members states
- Labor Organizations
- Private Sector
 - Charging Providers
 - Original Equipment Manufacturers
- Consumer-Owned and Investor-Owned Utilities
- Freight and Logistics
- Academia

Outreach Activities

The public engagement process will incorporate strategies that allow for in-depth electronic communication, media relations, in person and virtual sessions, and other strategies to inform and involve stakeholders and interested parties.

Request for Information (RFI): INDOT and OED issued a [request for information](#) (RFI) on April 4, 2022 providing interested parties an opportunity to provide comments and data for consideration in the

drafting of the State EV Implementation Plan. RFI responses are due by April 29, 2022 and should be submitted to evchargingRFI@indot.in.gov.

Program Web page on in.gov Website: A program-specific web page titled, [Electric Vehicle Charging Infrastructure Network](#), will be maintained on in.gov to keep stakeholders and other interested parties informed and offer an opportunity to provide feedback and input. Resources, webinar recordings, presentations, and other materials will be made available as developed.

Online Survey: The program team will use an online survey to gather direct feedback from stakeholders and the general public. The online survey will be distributed electronically to stakeholders on May 1, 2022. Survey responses are due by May 31, 2022. Stakeholders will also find a link to the online survey on the program webpage upon release.

Informational Webinar: The Program team will organize one informational webinar to provide additional insight into the progress of the plan development and further engage key stakeholders. The Virtual Open House event will be hosted through Greater Indiana Clean Cities, Inc.'s GoToWebinar platform on May 11, 2022. Event Information will be available on the program web page and distributed electronically to stakeholders.

Stakeholder Meetings: The program team will engage directly with identified stakeholder groups through three in-person Stakeholder Focus Groups. The stakeholder groups will be identified through gap analysis of past outreach by the program team and recent studies conducted by Purdue University. In addition, virtual stakeholder meetings will be held as needed throughout the engagement process to facilitate smaller conversations with key stakeholder groups

Communication Methods: The program team may utilize social media, webinars, news releases, INDOT and Greater Indiana Clean Cities, Inc. email listservs, or media interviews to communicate the program's progress or updates.

Timeline

The Public engagement plan is a coordinated effort between the Indiana Department of Transportation, Indiana Office of Energy Development, HNTB, and Greater Indiana Clean Cities, Inc. The below timeline is subject to updates.

- INDOT RFI Released – April 4, 2022
- INDOT RFI Responses Due – April 29, 2022
- Public Outreach (Virtual stakeholder meetings) – April to June 2022
- Virtual Open House (Webinar) - May 11, 2022
- Online Survey Released - May 13, 2022
- Alternative Fuel Corridor nominations to FHWA – May 13, 2022
- Northern Indiana Stakeholder Focus Group (In Person Meeting) – June 2, 2022
- Online Survey Responses due - May 27, 2022
- Central Indiana Stakeholder Focus Group (In Person Meeting) - June 9, 2022
- Southern Indiana Stakeholder Focus Group (In Person Meeting) - June 14, 2022
- First Draft of EV Implementation Plan – June 24, 2022
- Final Implementation Plan – July 8, 2022

- EV Plan due to the Joint Office of Energy and Transportation – August 1, 2022
- Joint Office of Energy and Transportation Approval – September 30, 2022

Appendices

Appendix A: National Electric Vehicle Infrastructure (NEVI) Program

On February 10th, 2022 the U.S. Departments of Transportation and Energy announced nearly \$5 billion will be made available over the next five years under the new National Electric Vehicle Infrastructure (NEVI) Formula Program established by President Biden’s Bipartisan Infrastructure Law. The total amount available to Indiana over the five-year period is \$99.6 million.

The funds resulting from this apportionment are eligible to be obligated for:

- (i) the acquisition or installation of electric vehicle charging infrastructure;
- (ii) operating assistance for costs allocable to operating and maintaining electric vehicle charging infrastructure acquired or installed under this program, for a period not to exceed 5 years;
- (iii) the acquisition or installation of traffic control devices located in the right-of-way to provide directional information to electric vehicle charging infrastructure acquired, installed, or operated under this program;
- (iv) on-premises signs to provide information about electric vehicle charging infrastructure acquired, installed, or operated under this program;
- (v) development phase activities relating to the acquisition or installation of electric vehicle charging infrastructure, as determined by the Secretary; or
- (vi) mapping and analysis activities to evaluate, in an area in the United States designated by the eligible entity, the locations of current and future electric vehicle owners, to forecast commuting and travel patterns of electric vehicles and the quantity of electricity required to serve electric vehicle charging stations, to estimate the concentrations of electric vehicle charging stations to meet the needs of current and future electric vehicle drivers, to estimate future needs for electric vehicle charging stations to support the adoption and use of electric vehicles in shared mobility solutions, such as micro-transit and transportation network companies, and to develop an analytical model to allow a city, county, or other political subdivision of a State or a local agency to compare and evaluate different adoption and use scenarios for electric vehicles and electric vehicle charging stations.

The funds may be used to contract with a private entity for acquisition and installation of publicly accessible electric vehicle charging infrastructure and the private entity may pay the non-Federal share of the cost of a project funded under this program. Federal funds will cover 80 percent of EV charging costs, with private or state funds making up the balance.

For more information, please visit www.DriveElectric.gov

Appendix B: Justice40 Initiative Overview

Justice40 is a whole-of-government effort to ensure that Federal agencies work with states and local communities to make good on President Biden’s promise to deliver at least 40 percent of the overall benefits from Federal investments in climate and clean energy to disadvantaged communities.

State 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. State Plans should reflect this engagement.

“Disadvantaged Communities” may include:

- Distressed neighborhoods
- High transportation cost burden and/or low transportation access
- Disproportionate environmental stressor burden and high cumulative impacts
- Limited water and sanitation access and affordability
- Disproportionate impacts from climate change
- High energy cost burden and low energy access
- Jobs lost through the energy transition
- Access to healthcare
- Low income, high and/or persistent poverty
- High unemployment and underemployment
- Racial and ethnic residential segregation, particularly where the segregation stems from discrimination by government entities
- Linguistic isolation
- High housing cost burden and substandard housing

Further guidance to agencies on how to define disadvantaged communities for the purposes of the Justice40 Initiative will be released later this year, concurrent with the establishment of a geospatial Climate and Economic Justice Screening Tool being developed by CEQ, in partnership with the United States Digital Service (USDS). This new tool will include interactive maps with indicators to assist agencies in defining and identifying disadvantaged communities.