

Southern Indiana: EV Implementation Stakeholder Meeting

Date: Tuesday, June 14, 2022

Time: 3:00PM – 5:00PM EST

Location: INDOT Seymour District Office, 185 Agrico Ln., Seymour, IN 47274

Registration: 50

Attendance: 35

Q&A Session #1:

1. Alex Posorske – KIPDA: With the NEVI funds over the next five years, is the goal to fully build out the network?
 - a. The goal is to fill in the 50-mile gaps (high level to create a national network).
2. Stacy Milheiser – Lochmueller Group, Inc: Formula funds – is the preference for locations looking at power capability available or additional investment needed?
 - a. Formula money is eligible for make ready work, extending coverage/3-phase power. INDOT is working with the Utilities.
3. John Sturm – JC REMC: Are you talking about the local transformer capacity?
 - a. Trying to look as far back up chain as possible. Another chapter is known challenges. This will be something look at further after August 1. Identify challenges and steps to mitigate
4. Debra Pelletiere – Ozone Companies: Is the funding retroactive – can we begin funding now retroactively?
 - a. Upgrade of existing infrastructure is definitely eligible
5. Dave Church – Land Sites for Sale: 20% matching funds – is there a formula the developer can use? Site within one-mile of interstate – if this costs \$200,000 what percent is available to recover investment? What can they do to get in line/talk to each other about sites/development?
 - a. This won't be part of this plan. Vendor awarded would determine the model. Anticipating 20% match will come from private sector. INDOT does not plan to play matchmaker with funds. Case-by-case basis. Believe there will be forums or other platforms to discuss/who is interested.
6. Jason Hartman – Town of Hope: Just built 2 EV stations (50 amp). Level 3 is cost prohibitive for small town like Hope. Believe first small town in Indiana with two stations installed. Joined PlugShare to let people know about EV stations. How can he get on INDOT's EV list? Currently not charging for EV owners to charge. Looking at adding in future. Think great for tourism – people coming and spending money while in area. How to get on map?
 - a. Peter can take a look to make sure the stations are included on the map with all L2 and DCFC stations. AFDC has a station locator which is verified annually that stations are running. There is a spot to submit your charging station on the AFDC website.
7. Josh Alsip – Terre Haute Chamber of Commerce: What role will tourism play in role?

- a. Looking at NEVI requirements primarily. As advance study will look at capacity and chance some of these spots may move and take other things into consideration. Also, keep in mind there will be discretionary funds for community charging. Hopefully, guidance coming out this Fall. One of the things as part of planning process will be competitive characteristics for RFP. Methodology for proximity to health care, hospitality, etc. Working through whether this will be in future plan or RFP. That is the benefit of being less prescriptive on front end – allow market to drive. Bound by 50 mile and 1 mile from interstate. Recognition to be open to locations from vendors. While this program is geared toward alleviating range anxiety. Can work with robust L2 stations that cities are installing. Opportunities to marry those efforts with DCFC that are on the high traffic areas.
- 8. Blake Kleaving– Hoosier energy: For RFP will be one implementer?
 - a. Don't envision one provider providing for entire state. Keep competitive. More granular requirements, forcing providers to have similarities.
- 9. Drew Storey - Mott MacDonald: How do we as city councilmen prepare ourselves about being ready? Building Guidance or ordinance? They don't want to put anything in place to get in way. Would love to get information since they are moving at slower speed. Guidance/How they can participate?
 - a. Looking at this. Working with utility on grid readiness? Working with groups on zoning needs. Envisioning competitive bids, flexible and open minded about partnerships. If you have an interest in this program, begin talking with site hosts, local utility, etc. Do not need to wait for larger charging providers to take the lead. There is an opportunity for cities, land owners to take the lead.
 - b. Engagement continues after August 1 deadline, throughout the first year. In plan itself, will have more information about location. 44 locations can change, they are not set in stone. Using lenses from Purdue research.
- 10. Chris Hopple – Alliance Resources: In vision, do you think when going for RFP any losses would be covered with funding? As state, are we able to go to utility to relax demand charges until adoption increases?
 - a. Safeguarding end-user experience is part of NEVI. The plan will speak to this. FHWA is contemplating exceptions, because some sites may not be worth investing if expecting low utilization, the first few years. INDOT is open to facilitating discussions with utility groups. We have a survey to gauge their interest.
- 11. Josh Alsip, Terre Haute Chamber of Commerce: Cost estimate for station
 - a. For one brand new station meeting NEVI requirements \$800,000-\$1 million
- 12. Stacy Milheiser – Lochmueller Group, Inc: Utility companies offer rebates, will this play into development?
 - a. Do not know yet. \$800,000 does not include make-ready work from utility
- 13. Tony Clark – SEI: will these sites have internet connectivity to gather data?
 - a. Yes
- 14. Terry Amick – City of Scottsburg: IMPA member, produce own electricity. HW 31 location. L2 at hospital.
 - a. When consider other criteria, 44 may not be the number, could be more dots. 44 is minimum number. 80% of cost is federally reimbursable.

15. Patrick: Community Member: Consideration for adding additional routes? Looking at high usage routes. US-40. Any consideration for adding additional routes?
 - a. Yes, up to this point state has prioritized AFCs, but the thought process is to look at future rounds of AFC designation at where see growth for EV. Talked directly with MACOG and looking actively at designating that route in Round 7. Next phase is looking at higher volume state routes once AFCs are built out.
16. Gary Oaks – City of Martinsville: What about L2?
 - a. FHWA used to recognize L2 stations. No longer because they are looking at cross-country travel. Stations located 5 miles from interstate also used to be considered so Indiana had more stations eligible. However, that number has since been reduced to one-mile from the interstate. Like this plan, AFC requirements and guidance is evolving. If some of L2 sites fit NEVI requirements they could be considered for upgrade through the NEVI program.

Q&A Session #2:

1. David Rosswell – Transport America Project: The partnership potentials can engage in throughout Indiana. Can easily get 20 million from private sector. Will be shortage of vehicles and chargers moving forward with the rush. Need partners with charging providers, partner on equity part. Look at other funding that can be used for this project. Partner with Counties to help fill out stations. Hospital networks willing to invest in projects like this. Local/county councils/tourism boards/interconnectivity. If get minimum requirements right, will be set. Should have open and secure network. Partner with more people. Maintain ownership for things that you do.
 - a. Diane interested in discussing best ways to engage/have these conversations.
2. How will funds be dispersed? If a business fails, and a site isn't being used – what are the ramifications of this?
 - a. INDOT is envisioning this being procured at least from contract mechanism similar to highway design project. Seek proposals. Scoring mechanism set up and award contract. Don't yet know the exact contracting methodology. State will work directly with that vendor and all partners to make work would have sub-contracts. Why looking at Purdue research for dwell times/trips to identify best spots but also identify exceptions. FHWA want to begin identifying exceptions now. Five-year minimum operation and maintenance so not abandoned after installation.
3. Do you anticipate revenue from these sites from INDOT?
 - a. No, INDOT recognizes by virtue of having participants have skin in the game, need to allow ability for revenue/cost recovery. Long term, seeing discussions as adoption begins to grown and shift occurs, long-term revenue ability. Discussion happening and on-going. How does the revenue replacement look and how do the charging stations play into this? No mechanism right now in place for where revenue goes. Where is the tipping point for the shift from gas tax. Purdue is looking at long-term planning, etc. Looking at what are cost share opportunities with public groups.
4. 44 DCFC for state – one of these stations can charge 192 cars a day. If EV adoption takes off, will need more charging stations. What do you think the wait time will be to plug in and charge when traveling?

- a. That's when community stations will help build out. Discretionary program a lot more open. Significant amount of charging taking place at home and work.
- 5. Is the technology available now for In-lane charging?
 - a. Pilot/research program now. In-development the battery research for this as well.
- 6. Stacy Milheiser – Lochmueller Group, Inc: Is there anything in place for after 5-years.
 - a. 5 years for O&M in the procurement/contracting. Opportunity for value add for longer O&M. INDOT will RFP each corridor. The prime vendor would then be responsible for bidding out the rest.
- 7. Are other municipalities using electric police vehicles?
 - a. Bargersville does and putting in two L2 stations.
 - b. Charge off peak 20 cents /kw/H
 - c. Public typically charges 25 cents
 - d. Others sometimes charge 42 cents