



INDOT Equity Review

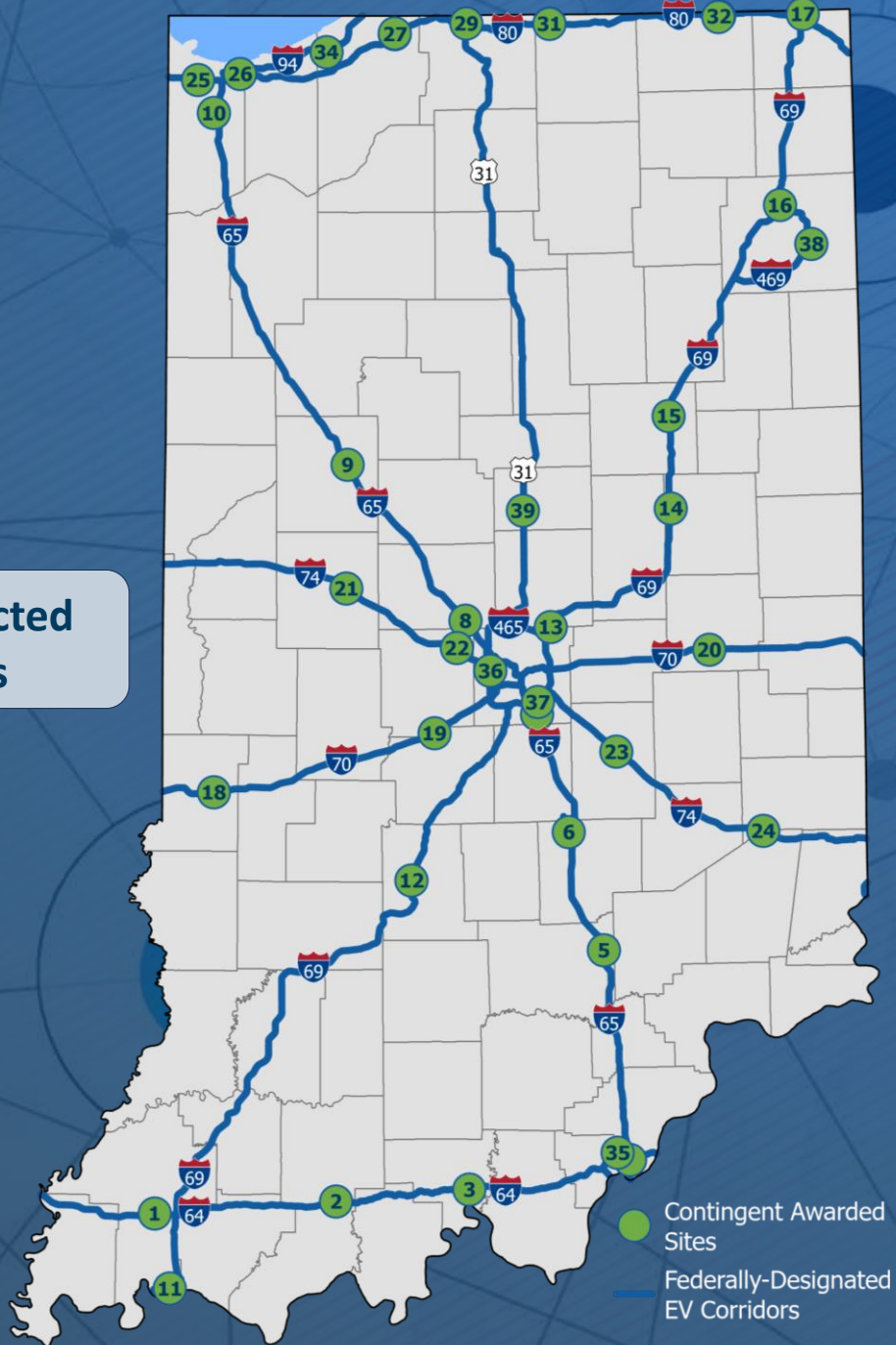
April 4, 2024



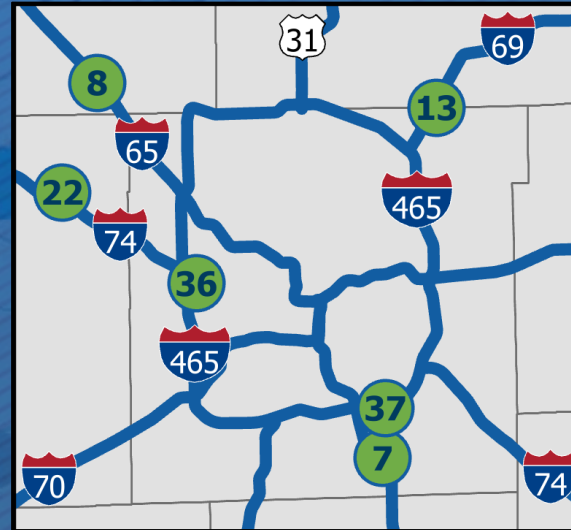
Location Overview



39 Selected Sites



Central Indiana



Clark/Floyd Co.

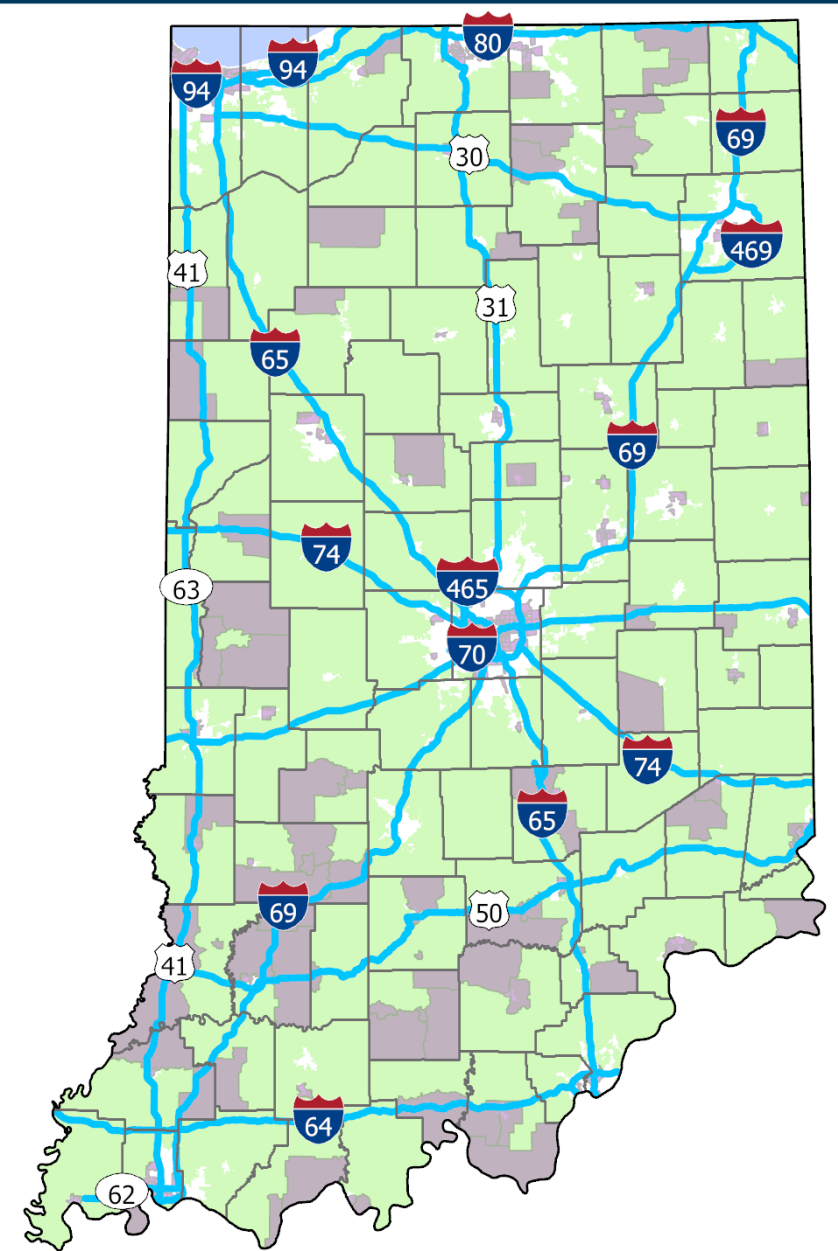


Northwest Indiana



NEVI DAC Guidance

- Latest Federal [guidance](#) instructs states to use a DAC [map](#) defined by Argonne National Labs
 - Considers 41 total [indicators](#)
 - 426 total DACs in Indiana
- CEJST is not the Federally-recommended tool for NEVI
- 40% of program benefits to DACs

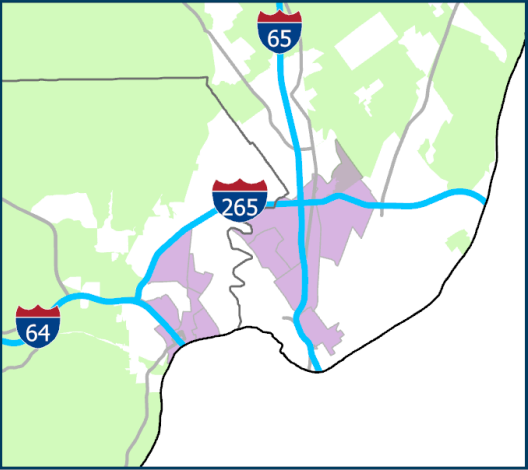


DAC Area Map

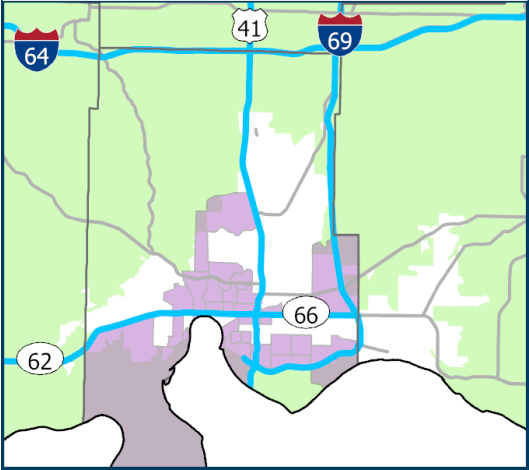
- DAC Areas
- Rural Areas
- EV Corridor

DAC/Rural Areas

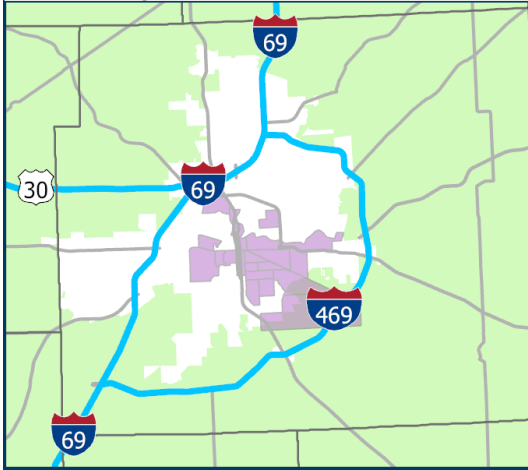
Clark/Floyd Counties



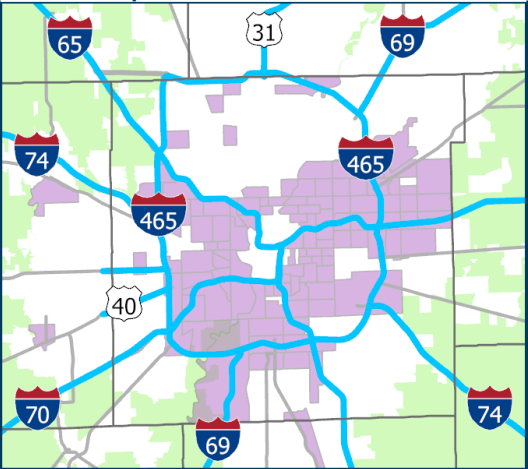
Evansville



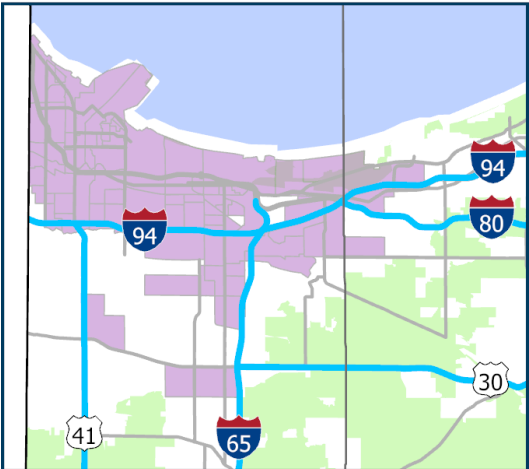
Fort Wayne



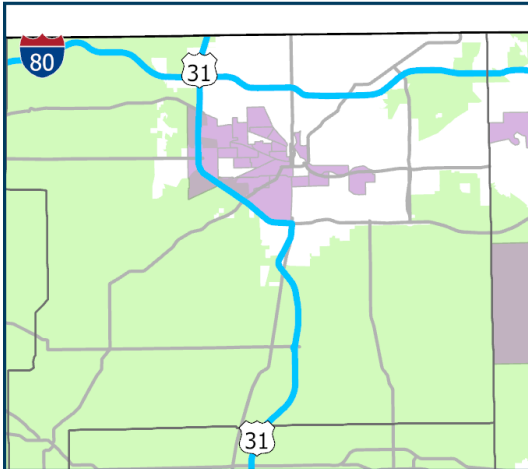
Indianapolis



NW Indiana



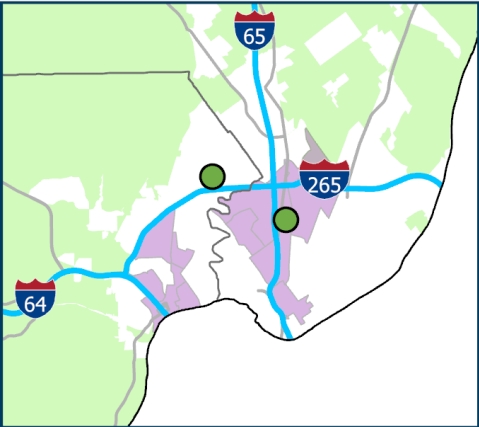
South Bend



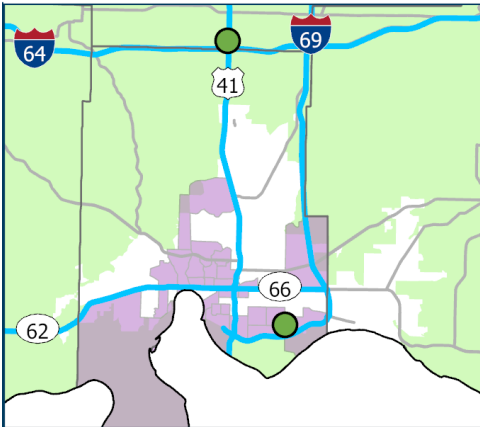
-  DAC Areas
-  Rural Areas
-  EV Corridor

DAC/Rural Areas Selections

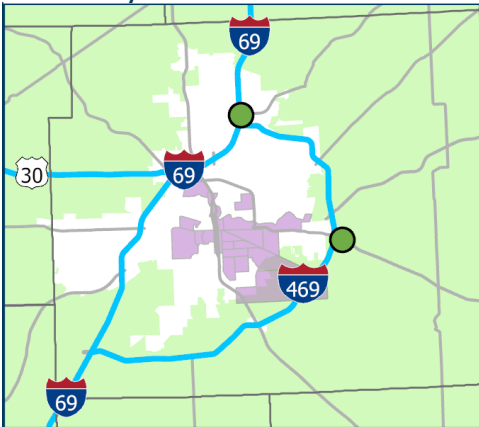
Clark/Floyd Counties



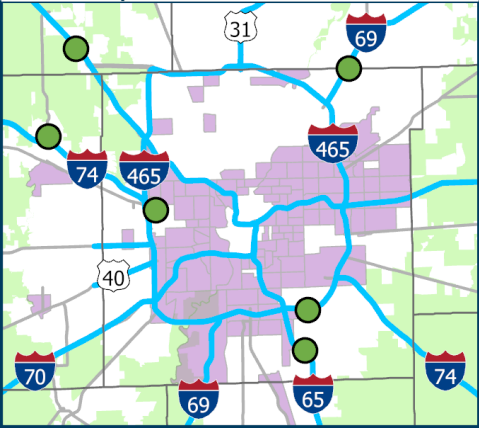
Evansville



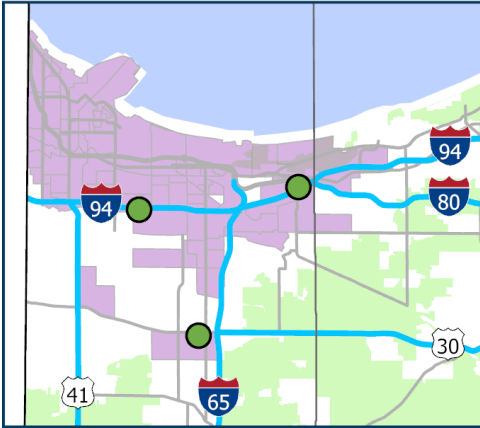
Fort Wayne



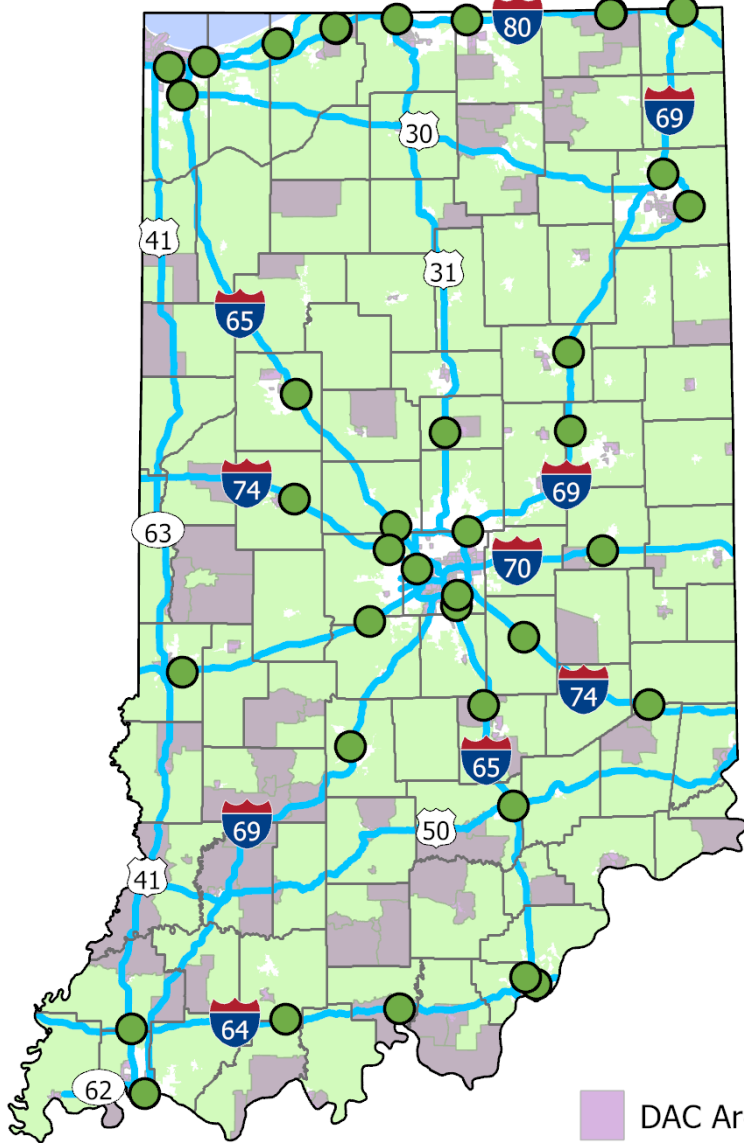
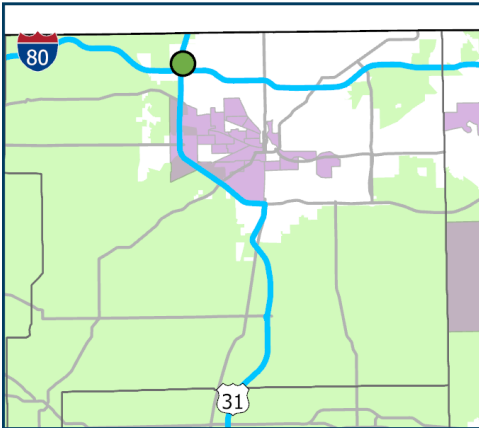
Indianapolis



NW Indiana



South Bend



- DAC Areas
- Rural Areas
- EV Corridor
- Contingent Awards

DAC Area Map

DAC Area Metrics

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- Metrics approved in 2022 Plan:
 - Percent of AFC miles within 50 miles of a charging station (100%)
 - Percent of Indiana and DAC population within 40 miles of a charging station (100%)
 - Number of sites and ports in and near a DAC
 - Percent of time at least one port is available at all sites in and near a DAC
- Metrics approved in 2023 Plan:
 - Percent of sites within 15 miles of a DAC (100%)
 - Percent of sites within 5 miles of a DAC (80%)
 - Percent of AFC miles within a DAC (17%)
 - Percent uptime of all NEVI ports accessible to DACs (97%)

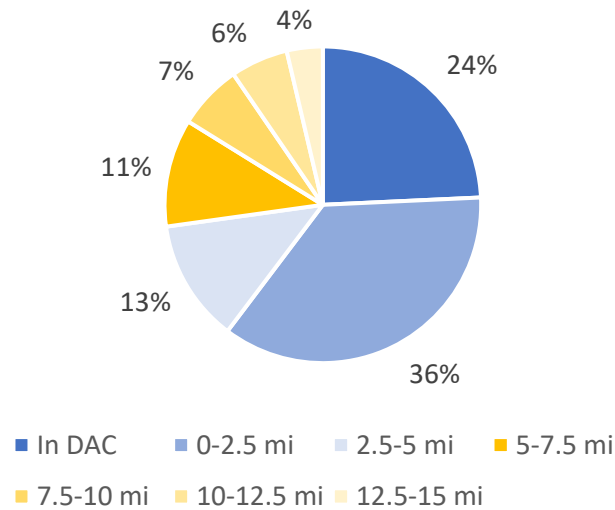


DAC Areas: Applications vs. Selected

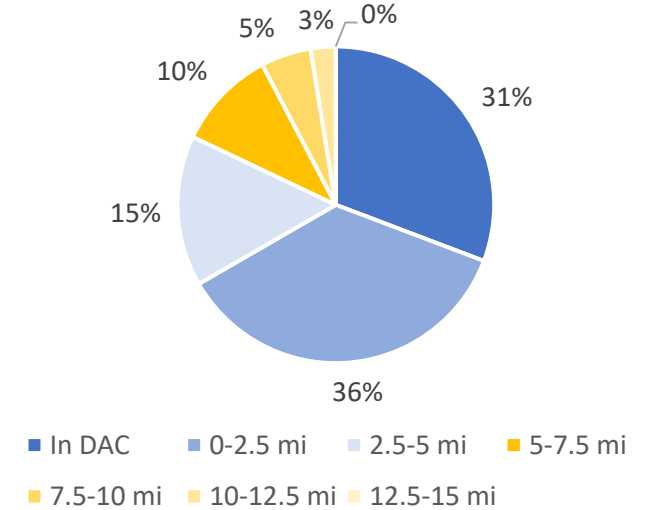


- Within 5 miles of a DAC (INDOT metric)
 - All candidate sites: 80%
 - All applications: 73%
 - **Selected applications: 82%**
- All applications and selections are within 15 miles of a DAC (INDOT metric)
 - Furthest application: 14.8 mi
 - Furthest selection: 10.5 mi

Percent of Total Applications by Distance to Nearest DAC



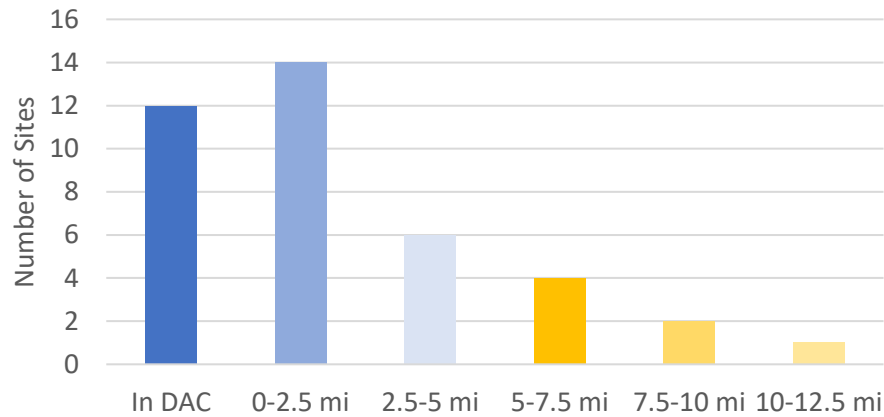
Percent of Selected Applications by Distance to Nearest DAC



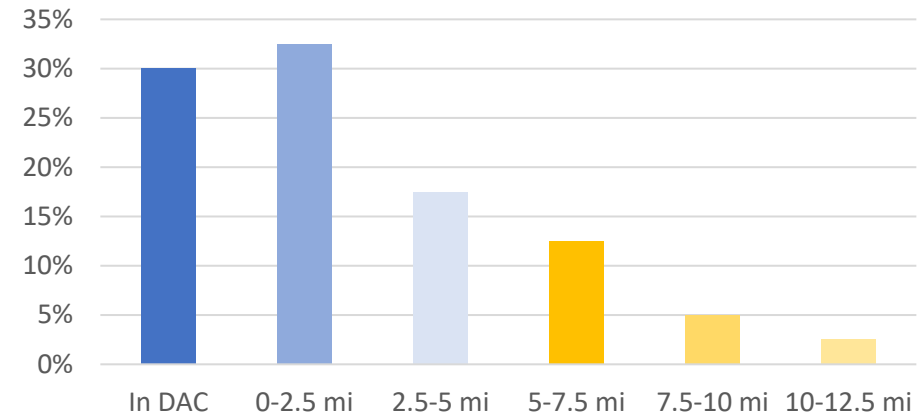
Charger Distance to DAC



Distance from Selected Site to Nearest DAC



Approximate Percent of Charging Station Budget by Distance to DAC



Distance to Nearest Charger by DAC Type



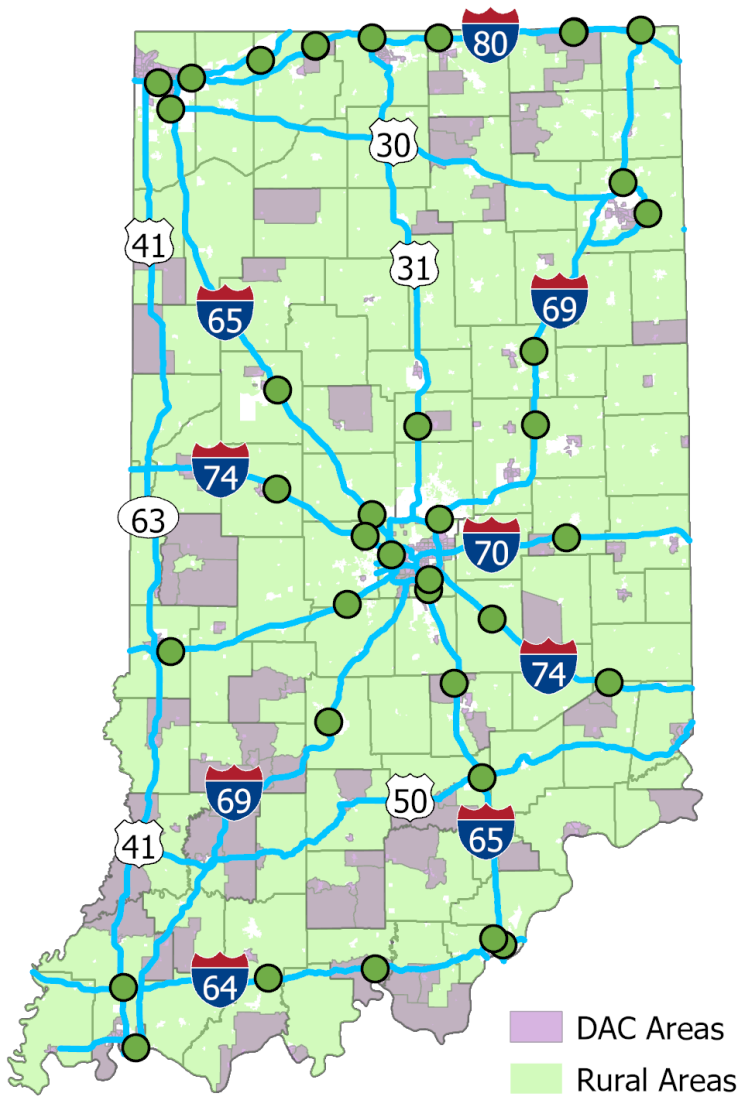
- DACs in larger urban areas are closer to chargers than in small urban and rural areas

- In Indiana:
 - 6 large urban areas, 254 DACs
 - 7 medium urban areas, 42 DACs
 - 23 small urban areas, 39 DACs
 - 91 rural DACs
 - 426 total DACs

DAC Distance to Nearest Selected Charger

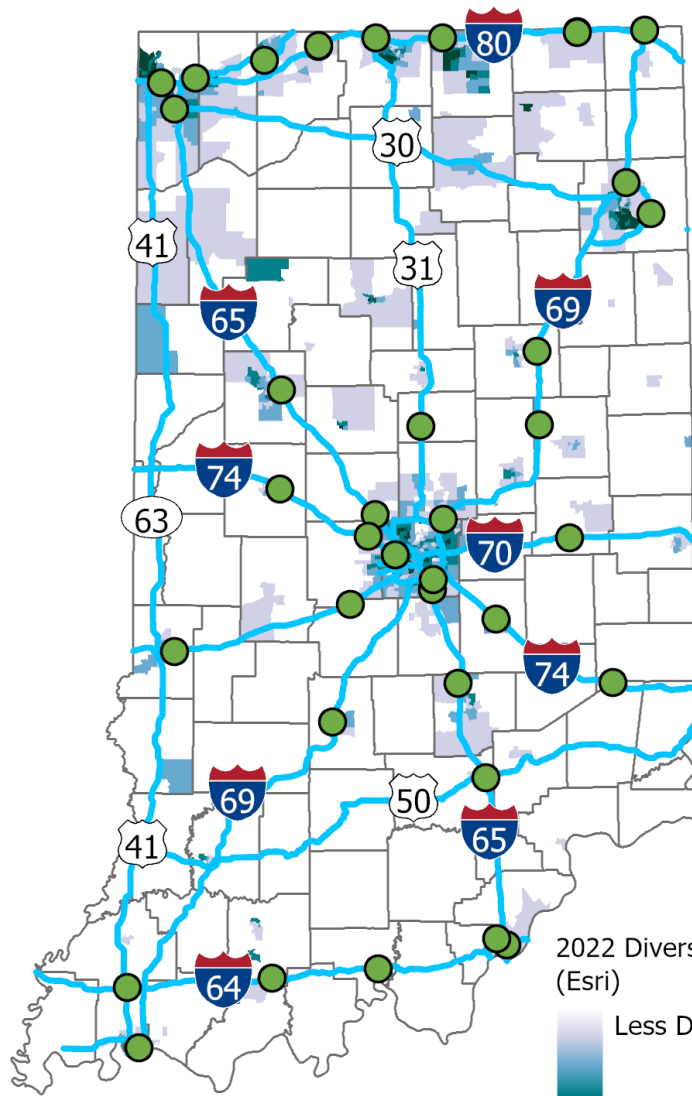
| DAC Type (Urban Area Population) | Average (mi) | 75th Percentile (mi) | Max (mi) |
|----------------------------------|--------------|----------------------|----------|
| Large: UA > 200k | 4.1 | 5.6 | 10.9 |
| Medium: UA 50k - 200k | 8.2 | 13.3 | 15.3 |
| Small: UA 5k - 49k | 19.0 | 27.2 | 34.9 |
| Rural Area | 15.0 | 22.1 | 42.5 |





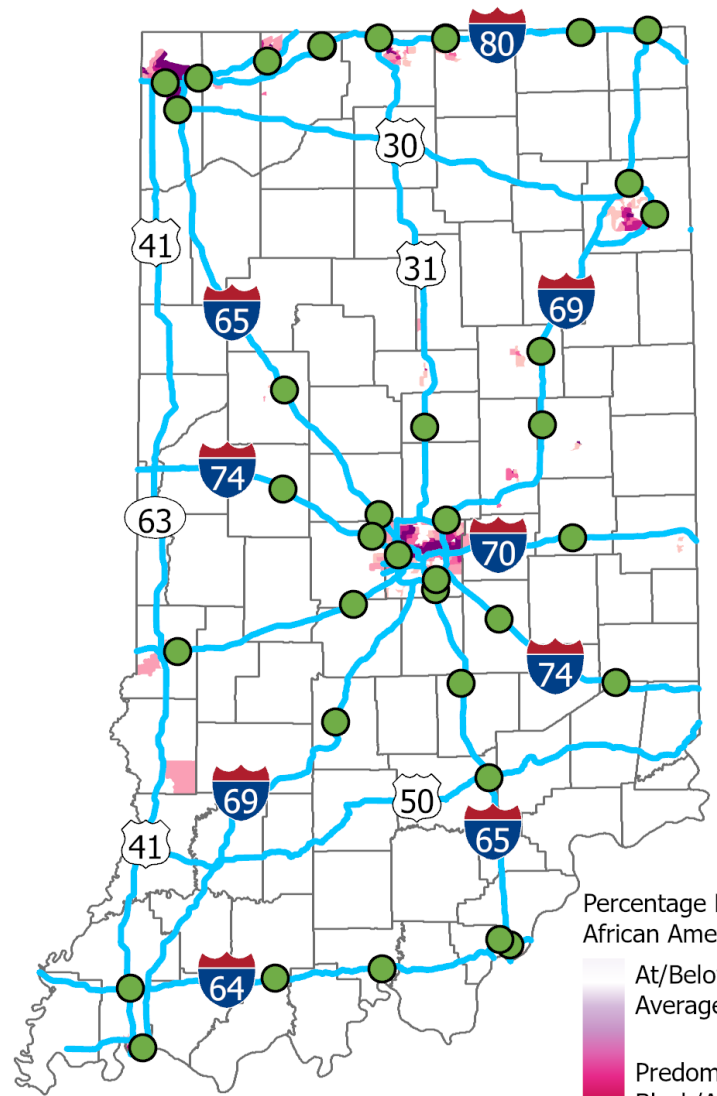
DAC Area Map

- DAC Areas
- Rural Areas
- EV Corridor
- Contingent Awards



Census Tracts showing Diversity Index

- 2022 Diversity Index (Esri)
- Less Diverse
- More Diverse
- EV Corridor
- Contingent Awards



Census Tracts showing areas of Black and African American Populations

- Percentage Black/African American
- At/Below Average
- Predominantly Black/African American
- EV Corridor
- Contingent Awards



Selection Procedure

INDOT Electric Vehicle Infrastructure Plan

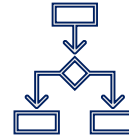


INDOT's Implementation Approach

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INDOT will not own or operate the EV chargers



Enable competitive, quals based selection of proposers



Multiple sites selected through multiple competitive procurement(s)



Prioritize sites that are ready



Clear, competitive, replicable process



Up to 80% funding from NEVI
At least 20% funding from Applicant



Qualifications-Based Selection

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- **Goal:** Select the most qualified charging sites to build out AFCs
- **Considerations:**
 - Compliance with Federal requirements
 - Application score
 - Site readiness
 - Charging equipment availability
 - Equitable locations and applicant strategies
 - Cost share



Efforts to Engage XBEs

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- 6 public meetings in July 2023 after NOFO draft release

- Evansville
- Fort Wayne
- Gary
- Indianapolis
- New Albany
- South Bend

Included public networking events

- Virtual XBE networking event
 - September 29, following the release of the final NOFO
 - 53 XBE attendees
 - 21 potential primes
- Online EV Partner directory
 - 73 listings as of application close (11/21/23)



Federal XBE Requirements

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- INDOT cannot score or establish goals related to XBE contracting/participation
 - 23 CFR 680.118(f) – “The Disadvantaged Business Enterprise (DBE) program does not apply to the NEVI Formula Funds”
 - FHWA NEVI FAQ [12.2](#): “State DOTs may not establish DBE goals for NEVI-funded contracts nor count race-neutral DBE participation on such contracts toward the achievement of the State's overall DBE goal”
- Original NOFO had included XBE participation as a scoreable item within applications; however, FHWA required that INDOT remove this item
- INDOT was allowed to score engagement with XBEs within the applications
- INDOT will examine potential opportunities to score XBE involvement in the next round, pending FHWA review



Equity Section



- Equity, Workforce and Economic Development
- Worth 60 points
- Narrative responses to 4 questions
- Required for each site proposal

| Part | Title | Contents | Points |
|------------------------------|-------------------------------|---|------------|
| B | Experience | Experience | 75 |
| | | Qualifications | 75 |
| | | Project Approach | 75 |
| | | Project Cost Information | 25 |
| | Experience Subtotal | | 250 |
| C | Site Proposal | Site Information | 70 |
| | | Site Schematic | 20 |
| | | Site Readiness | 60 |
| | | Future Proofing | 40 |
| | | <i>Equity, Workforce and Economic Development</i> | 60 |
| | Site Proposal Subtotal | | 250 |
| TOTAL POINTS POSSIBLE | | | 500 |



Equity Questions

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1. Describe your approach to addressing INDOT's equity goals? How do you plan to support and meet the existing equity outcomes outlined in the NEVI plan? Please describe any innovative strategies you intend to adopt for equity purposes.
2. Describe the extent of XBE engagement during the pre-application, application, and planned procurement period. Please provide proof of any meetings with XBEs outside of the INDOT-sponsored networking events if any.
3. Describe your approach to workforce development in terms of training commitment to XBE and small/local businesses.
4. Describe your community engagement plan for EV education and awareness, outlining specific targets, goals, and success measures.



Equity Scoring

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- Of the 39 selections, 30 were the highest-scoring equity application at their candidate site
- Average equity score of selected applicants was 9.5 points higher than non-selected
- Takeaways
 - Engagement with XBE potential subcontractors
 - Serving unbanked/under-banked individuals
 - Emphasis on apprenticeship and workforce education programs
 - Multilingual customer support

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Upcoming Activities

INDOT Electric Vehicle Infrastructure Plan



Stakeholder Collaboration Workshop

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Workshop Details

Date: Tuesday, April 30th

Time: 10 AM – 2 PM

Location: Julia M. Carson Government Center, 300 E. Fall Creek Parkway N. Drive, Indianapolis, IN



Facilitated by EVNoire and Herd Strategies

EVNoire: National expertise in E-Mobility best practices and E-Mobility diversity, equity and inclusion

Herd Strategies: Statewide/Locally certified DBE/MBE/WBE



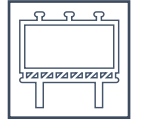
Save the Date going out Friday, April 5th



More than 80 stakeholders invited from diverse and inclusive backgrounds and organizations



Interactive meeting working on the NEVI Justice40 Implementation Plan and future engagement ideas



Launch the “Charging the Crossroads Justice 40 Committee” idea and gauge stakeholder interest



Justice40 Plan

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- Led by EVNoire in collaboration with Herd Strategies
- Initial draft expected Spring/Summer 2024
- Objectives:
 - Employ various methods to improve community engagement.
 - Identify goals for community engagement to understand, assess, and address local needs effectively.
 - Quantify program investment and benefits through categorization and evaluation of metrics.
 - Establish tracking strategies and tools for monitoring and analyzing program benefits.
 - Develop reporting and compliance strategies to track program success and areas for improvement.



Summer 2024 Public Meetings

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- 4-6 public meetings filling gaps from last year's public meeting and awarded site locations
- Targeting urbanized areas within or in close proximity to DACs
- How to improve communication of information to XBEs?
 - General Program Information:
 - Is there a network email list that INDOT can add to program stakeholder list?
 - Share information about notifications/website
 - Public feedback, registration of new stakeholders, subscription for program updates
 - Increase awareness to minority-owned EVSE businesses
 - Identify areas of opportunities for a clearer and more defined application process:
 - Determine areas of confusion from NOFO 1
 - Suggest more accessible instructions and innovative methods for NOFO 2
 - Implement in NOFO narrative, website, communications, etc.





Further Discussion

