



State of Indiana

Department of Transportation

Request for Information (RFI)

**Development of Guidance for National Electric Vehicle Infrastructure (NEVI)
Formula Program Deployment**

RFI 2022-1

Issuance Date: **Monday, April 4, 2022 at 9:00 AM ET**

Questions Due: **Monday, April 11, 2022 at 5:00 PM ET**

Response Due Date: **Friday, April 29, 2022 at 5:00 PM ET**

Submit responses to the RFI to: **evchargingRFI@indot.in.gov**

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Purpose of Request for Information (RFI)

Objectives

This RFI is being issued by the Indiana Department of Transportation (INDOT) to solicit feedback and recommendations for the planning, coordination, and development of electric vehicle charging networks within the State of Indiana. The Department is still in the information collection and development phase of the proposed program, which is in response to the recent The National Electric Vehicle Infrastructure (NEVI) Formula Program Guidance authorized under Paragraph (2) under the Highway Infrastructure Program heading in title VIII of division J of the Bipartisan Infrastructure Law (BIL). As such, the purpose of the RFI is to collect inputs from potential market participants across varying sectors to obtain information on how INDOT can best support the deployment for EV charging programs in line with its goal of providing safe, efficient, and high-quality transport infrastructure for the State. This RFI is for information collection, and respondents should note that ultimately NEVI program requirements will dictate decision-making for federal funding placement.

This RFI will cover the following objectives and themes. Responding organizations should utilize the following table to understand who within their organization will be best suited to answer the questions in each section.

Section	Objective	Included Themes
Market Motivations	Gain insight into market motivations from various stakeholders that drive investment and activity into EV charging	<ul style="list-style-type: none"> ✓ EV adoption forecasts and market inflection points ✓ Summary of existing EV charging market activity and deployment targets ✓ High priority segments for charging ✓ Expected time horizons for returns ✓ Preferred cost-sharing and partnership agreements
Federal Funding	Gauge level of interest and need for Bipartisan Infrastructure Law (BIL) funding opportunities, participation, and engagement with other federal funding resources	<ul style="list-style-type: none"> ✓ Opportunity areas and stakeholders ✓ Federal funding application requirements ✓ Management of funds and monitoring the effectiveness of dollars invested
EV Charging Build-out Planning Considerations	Identify key planning considerations for EV charging build-out	<ul style="list-style-type: none"> ✓ Target population/users ✓ Charging hardware mix and optimal locations ✓ Potential for innovative charging technologies (Wireless charging, inductive road charging, etc.)
Servicing Specific Communities	Determine level of interest in servicing specific communities and gauging which communities are likely to be underserved	<ul style="list-style-type: none"> ✓ Rural areas of Indiana ✓ Underserved communities (see Appendix B) ✓ Other areas that may lag in EV adoption

Delivery Readiness	Gain insight into delivery readiness to successfully implement EV charging programs	<ul style="list-style-type: none"> ✓ Methods in meeting legislative requirements (e.g., Buy America, Title 23 (MBE / WBE charge station buyers, requirements) ✓ Initiatives to upskill or build out required workforce
Operations and Performance Monitoring	Gain insight into metrics and performance monitoring techniques that determine successful EV charging programs	<ul style="list-style-type: none"> ✓ Metrics that demonstrate commercial success – e.g., target utilization/uptime ✓ Metrics and methods that demonstrate social and environmental benefits ✓ Reporting methods, frequency, and audience
Working with INDOT	Obtain an in-depth understanding on how INDOT can directly support implementation for various respondents	<ul style="list-style-type: none"> ✓ Federal and state funds in sponsorship role ✓ Direct expertise (as a project advisor) or indirect (as a facilitator) ✓ Traffic or road user data as a participant
Additional considerations	Determine other considerations that INDOT should be aware of	<ul style="list-style-type: none"> ✓ Other factors considered in deploying EV charging ✓ Other state, city, or federal agency partners

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 these 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 (AFC's) and provide infrastructure for underserved communities.

As the State continues to develop guidance for EV charging programs and plan for the deployment of charging infrastructure, Indiana's Department of Transportation requests information from a broad range of relevant sector stakeholders and the public. The primary purpose of this information is to inform the State's EV Infrastructure Deployment Plan.

Presentation of Information

Through this Request for Information, INDOT would like respondents to provide feedback on planning and implementation considerations for Electric Vehicle Supply Equipment (EVSE). INDOT would also like respondents to provide input on potential funding areas, partnership opportunities and critical challenges

for future deployment, as well as recommendations on INDOT's model of support for various public and private sector organizations.

Respondents are requested to not provide proposals or marketing material and should instead focus on providing detailed answers to the questions in this RFI. Respondents may also choose to abstain from answering questions that may not be relevant to them, depending on their participant type (Section III of this RFI)..

Furthermore, the purpose of this RFI is for information-gathering purposes only; INDOT will not select a vendor for EVSE deployment in the state based on responses to this RFI. No contracts will result from this RFI.

Submission Requirements

RFI Responses

Written responses/briefings to this RFI are requested from each respondent no later than **5:00 p.m. ET on Friday, April 29, 2022.**

Responses must be submitted in the following **Adobe PDF (.pdf) format or by Microsoft Word (.docx).**

Please submit responses by email to: evchargingRFI@indot.in.gov

Contact Information

All questions, inquiries and/or request for information related to this RFI shall be directed to: evchargingRFI@indot.in.gov. All questions, inquiries and/or request for information relating to this RFI must be in writing and received no later than **5:00 p.m. ET on Monday, April 11, 2022.**

Questions and answers will be posted on INDOT's website at: <http://www.in.gov/indot/3119.htm>.

After the deadline for submitting questions, inquiries and/or request for information passes, INDOT will review the questions, inquiries and/or requests for information received, but INDOT reserves the right to determine whether to respond and post the questions and answers on INDOT's website.

INDOT will not respond to telephone or other oral questions, inquiries and/or requests for information for this advertised RFI.

Agency Liability and Confidential Information

This Request for Information (RFI) is only a request for information about potential services and no contractual obligation on behalf of INDOT whatsoever shall arise from the RFI process. It does not constitute a Request for Qualifications (RFQ), a Request for Proposals (RFP), or other solicitation, nor does it constitute the commencement of any other type of procurement process. Moreover, it does not represent a commitment to issue an RFQ or an RFP in the future. Therefore, those choosing to respond to this RFI will not, merely by virtue of submitting such a response, be deemed to be "bidders" in any sense, and no such respondent will have any preference, special designation, advantage, or disadvantage whatsoever in any subsequent procurement process related to this RFI. This RFI does not commit INDOT to pay costs incurred in the preparation or submission of any response to the RFI.

By submitting a response to this RFI, you grant to INDOT a fully paid-up, worldwide, royalty-free, irrevocable, perpetual, and nonexclusive license to use any idea, information, process, or other material submitted with your response, and regardless of whether such ideas, information, processes, or other materials are patented or subject to other laws governing the protection of intellectual property, including, without limitation, trade secret and unfair competition laws. Nothing in this RFI will impair this right of use on behalf of INDOT.

Respondents are advised that materials contained in their responses are subject to the Indiana Public Records Act, IC 5-14-3 et seq., and after the execution of a related contract, may be viewed and/or copied by any member of the public, including news agencies and competitors.

Section I: Contact Information and Respondent Profile

1. Please provide the following information with your response:

- Organization Name:
- Address:
- Primary Contact: **Name -**

Email -

2. Please select the industry that you operate in:

Phone # -

- Utility provider
- OEM / Energy Infrastructure
- Indiana MPO
- IARC Member
- Member of Indiana MPO and IARC
- Retail Fueling Station
- Highway Infrastructure
- Car Manufacturer
- Fleet Owner
- Trucking Builder
- OEM / Charging Infrastructure
- Software
- City
- Municipality
- Other - Please specify

3. Where is your organization's Headquarters based?

- Indiana
- Out-of-state

4. Please classify if your organization as:

- Government sector
- Non-government sector

3. Which customer segments (demographic, geographic, powertrains, driving use cases) are of most interest to your organization. Why?

4. Are you interested in making direct investment into EV charging infrastructure? Please include any details on how you determine the rate of return and time horizon on investments.

5. Has your organization engaged in cost/revenue sharing models in the operation of EV charging infrastructure? Please provide details on the terms of the partnership.

Federal Funding

1. Does your company have any plans to access federal funding related to Electric Vehicles and Electric Vehicle infrastructure (e.g., NEVI or other discretionary federal funds)?

Yes

No

If yes, please detail which federal funding programs.

2. Does your organization plan to partner with any state or private entities to make use of federal funds for Electric Vehicles and Electric Vehicle infrastructure?

3. Is your organization planning to apply for competitive/discretionary grant funding under for EV charging infrastructure under the Bipartisan Infrastructure Law? If so, what type of communities would you want to submit an application for?

EV Charging Build-out Planning Considerations

1. Please elaborate who your target customers / target users are OR describe specific charging scenarios that your organization is prioritizing. If applicable, please specify what charging mix will be used to service these target customers / target users. Please include any timing considerations if you believe these consumer segments / charging priorities will change over time. Examples include:
 - *DC Fast public highway charging for personal vehicles*
 - *DC Fast charging for truck charging depots along the interstate*
 - *Level 2 chargers for residential or workplace use*

2. How does your organization identify optimal locations for charging? Please provide all factors used for consideration and how your organization evaluates these factors for considered locations. Examples of factors include:
 - *Proximity to the Interstate Highway System or designated Alternative Fuel Corridors*
 - *Sufficient existing electrical infrastructure capacity*
 - *Demand from a specific target user segment*
 - *Overlap with existing / planned construction activities*
 - *Direct funding support from government or private entities*

4. If applicable, please elaborate any planning factors that are considered towards the aim of minimizing any future risks. Examples of risks include:

- *Potential adverse impacts to the electrical grid*
- *Stranded assets*
- *Technological irrelevance*

Specific Communities

1. Does your organization plan to deliver charging programs for rural, underserved, or disadvantaged communities? (see Appendix B for definition)

- Yes
- No

If yes, please elaborate whether these plans are contingent are receiving funding from federal programs.

2. If yes, please describe any key planning considerations used for delivering charging programs to rural, underserved, or disadvantaged communities. Examples include:

- *Target utilization*
- *Charging mix and optimal locations*
- *Time horizons for returns*
- *Key risks*

3. How does your organization plan to meet social equity and/or justice requirements for its charging programs? Please include details such as location identification and site selection considerations. *(See Appendix A and B)*

Delivery Readiness

1. Please elaborate on any data gaps that your organization has identified that may impact delivery of future charging programs. How does your organization plan to address these gaps? Can you outline any data sharing agreements with other organizations?
2. What workforce capability gaps exist to deliver future charging programs? How does your organization plan to develop your workforce to address these gaps?
3. Please elaborate your how organization plans to meet the following legislative requirements:
 - Buy America:
 - CFR Title 23 on Disadvantaged Business Enterprise (DBE), Women Business Enterprise (WBE), or Minority Business Enterprise (MBE) requirements:

Operations and Performance Monitoring

1. Please outline what metrics your organization uses to determine commercial or economic benefit. Examples include:
 - *Utilization / uptime*
 - *Performance/availability/accessibility*
 - *Amount of power used*
 - *Number of stations / contractors*
 - *Amount of funding obligated*
 - *Other (please specify)*

2. Please outline what metrics your organization uses to measure social or environmental benefit from EV charging networks.

Working with INDOT

1. Please describe how best INDOT can support you in deploying EV charging programs? (i.e. contributing matching funds, operational partnership, leveraging INDOT data for decision making, etc.)
2. Please elaborate if you would like to work with INDOT to apply for NEVI formula funds, and what factors would drive your interest? Would you be willing to match the 20% funding requirement as outlined in NEVI guidance?
3. How would you like to see INDOT support the build-out of EV charging network beyond funding?

4. Does your organization believe there is scope for data sharing between your organization and INDOT in order to make decisions on planning or delivering EV charging programs?

Yes

No

If yes, please detail what kind of data would be useful for INDOT to provide to your organization, and what data your organization has access to that could be useful to INDOT.

5. How can INDOT/State Government support you in deploying EV infrastructure in rural and historically disadvantaged communities?

Additional Considerations

1. Please elaborate any other factors your organization has considered for deploying EV charging.

2. Are there other states, cities, or federal agencies who you are coordinating with on EV charging that INDOT should be aware of?

Section III: Implementation Questions by Participant Type

Guidance: More than one section may pertain to your organization. Please respond to all applicable questions.

Charging Hardware Owner / Operators

1. Do you have any plans to work with public / private sector entities to support scaling your operations?

- Yes
- No

Please be specific on what types of entities and what type of support.

2. What are your current and planned fee structures (Time or energy usage, varied by charging speeds)? Which of these have had success in driving utilization and why?

3. Have any revenue / cost sharing agreements had success and why?

4. On average, how long does it take your company to install an EV charger? What if there are no existing connections to the grid? Do you have experience working with utilities to connect EV infrastructure to the grid?

5. How do approach short-term (5 years and less) and long-term (longer than 5 years) operations and maintenance of EV charging station infrastructure?

EV Manufacturers

1. Do you have any plans of direct investment into scaling private networks? If yes, please expand and specify the nature of your involvement (partnership, direct owner/operator) and key decision factors.

- Yes
- No

If yes, please expand and specify the nature of your involvement (partnership, direct owner/operator) and key decision factors.

2. Do you have any plans of direct investment into scaling public charging networks?

- Yes
- No

If yes, please expand and specify the nature of your involvement (partnership, direct owner/operator) and key decision factors).

Retail / Real estate / Facility Owners

1. Have you considered building EV charging stations for customer-use at your locations?

- Yes
- No

If yes, please detail any key planning considerations.

2. Have you considered leasing and/or revenue sharing agreements to allow EV charging station owners/operators to offer EV charging stations for customer-use at your locations? What about adjacent services or concessions?

Fleet Owners

1. What initiatives, products, or services have you considered to lower the cost of charging your vehicles? How does this align with the way you expect your fleet to charge? Examples include:
 - *Off-peak charging*
 - *Owning or operating your chargers*
 - *Applying for federal funding*
2. Are you interested in plans that cross state borders?
3. Have you pursued active partnerships to date to deliver on EV-related initiatives? If yes, please provide general detail on the partnership.

Energy Providers

1. What are the optimal highway locations to develop EV charging infrastructure based on the current location of existing grids? Please elaborate whether your organization has conducted an assessment on current electrical infrastructure capacity around Interstate Highway Systems or designated alternative fuel corridors or other locations that meet federal EV program delivery guidelines.

2. When do you think EV adoption will start to impact utility infrastructure (estimated year)? When will your organization start to develop new infrastructure to support the increased charging demands? (e.g., circuit upgrades based on higher concentrations of EV adoption).

3. What kind of other improvements or upgrades to the infrastructure may be required? Please provide a general cost estimate, if possible. If applicable, please also elaborate whether your organization would be interested in accessing federal funds to support grid expansion projects and which funds (e.g., Build a Better Grid).

4. Is your organization interested in **ownership** of EV charging infrastructure, including the station, plugs, and other associated infrastructure?

Yes

No

If yes, please elaborate and specify if your organization has planned any pilots around new cost / fee / rate structures aimed to support EV infrastructure ownership.

5. Is your organization considering preparing for future innovations? Please consider the following examples:

- *Electric distribution upgrades*
- *Vehicle-to-grid integration*
- *Smart charging*
- *Protocols to minimize impacts to the grid*
- *Behind-the-meter renewable energy systems*
- *Grid or utility-scale battery storage*

Municipalities / Cities / RPOs / MPOs

1. How would you propose to work with other public / private entities to identify appropriate or optimal sites for charging? INDOT does not desire to act as a facilitator for these kinds of connections. Please specify methods to determine viability of sites based on traffic flow, number of parking spaces, type of building, etc.

2. What is your proposed plan facilitating data sharing of charging equipment with partnering entities? How would municipalities be able to access information (e.g., on-line dashboard)? Should access to data be open-sourced?

3. Do you have interest in applying for discretionary funding from the NEVI program?

Section IV: Supplemental Documentation and Information

Please supply any other documentation, comments, and/or materials you deem relevant and responsive to this RFI by responding directly below or providing attachments to the email response.

Appendices

Appendix A: National Electric Vehicle Infrastructure (NEVI) Program Overview

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:

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