Electric Vehicle Charging Infrastructure Network
Plublic Comments Summary

First Name	Last Name	Organization	Date Received	Comment	Response
Mark	Schuster	No Answer	7/21/2022	One of the challenges as an EV owner is the availability of chargers that are compatible with all cars. While the industry has agreed on standards, Tesla has chosen to use a proprietary connector and not allow chargers in their network to be used by any vehicle other than a Tesla. Any charging locations that are receiving funding under this project need to be available to all vehicle owners and not restricted by vehicle brand	Yes, open standards and interoperability are required by the Federal NEVI program and these requirements will flow down to Indiana's procurement/contracting process.
Chad	Neville-Cook	No Answer	7/21/2022	I noticed the omission of the words “cost-effective” in regard to EV owners. If EV adoption is to truly happen, the price of energy for the consumer must be tightly regulated. Here’s the fixed quote: “increase the availability of fast, consumer cost effective, reliable EV charging infrastructure”. Thank you for working on this initiative. Your efforts are appreciated	Concern is noted; Indiana's plan also prioritizes equitable access to charging infrastructure, which includes low income communities and travelers.
Tim		No Answer	7/21/2022	We are trying to change something overnight that must take steps before running. CA is showing us that it is causes power grid problems because of pushing EV. Our tax dollars are going to help 6,990 EV on the road in Indiana. Our law makers have the laws backwards we cater to minority and instead of the majority. We have already spent 100 million dollars on 6K cars. We have 4.5 million drivers so why isn't this money spent on their cars, roads and bridges	Concern is noted; Indiana's plan illustrates a phased build out of EV infrastructure and considers adoption rates and traffic at prelimimary locations.
Bill	Rock Jr.	Mayor - Gas City	7/20/2022	We have 1 EV charging system behind City Hall. However, with the new developments coming (2) two new hospitals and a Performance Art and Music Center Gas City would like the opportunity to be involved with this	Interest in preliminary site will be noted for future follow up and tracking via the stakeholder registry.

Diane M.	Chary	Hoosier voter and hybrid owner	7/20/2022	I would love to have a charging station at the newly approved ACE (Adult Enrichment Center) in Valparaiso. I would like to see the stations located where drivers would benefit. The various commercial locations in Valpo fight over where the money goes. Therefore, we have no bus shacks outside of some of the largest apartment complexes and seldom used ones scattered in front of stores. I hate to see old ladies waiting in the rain. I will also hate to see them waiting in their cars in some commercial parking lot far from someplace useful, like a library or senior center. I would also like to see specs not developed to favor only one bidder	Interest in preliminary site will be noted for future follow up and tracking via the stakeholder registry.

Angela	Strand	ZincFive	7/20/2022	ZincFive is the world leader in innovation and delivery of nickel-zinc batteries and, with its partners, are developing and commercializing power solutions for electric grid reliability and EV charging applications. ZincFive's fail-safe, green, nickel-zinc electrochemistry provides immediate performance without tradeoffs so that customers can realize fit for purpose performance without sacrificing superior safety (no risk of thermal runaway) and environmental benefits (>95% materials recycling and low impact manufacturing). ZincFive and its partner, Kaizen Clean Energy are developing a compact microgrid solution to support public-private DC fast charging across multiple use cases including public corridor charging. Our solution, which can be mobile and is compatible with all charging hardware and software configurations, provides grid-buffering in areas that do not have ample power for DCFC, peak shaving to accommodate growing offtake, and islanded operation for unparalleled resiliency.Below, we outline what we view as the greatest challenges and opportunities are for NEVI deployment in Indiana . Challenges to INDOT EVI Program (1) Additional Funding from Private Public Partnerships; (2) Multiple Contracting Options (e.g. third party off-take agreements and third party financing agreements, including operating leases) (3) Equitable Distribution across rural, suburban and urban geographies; and (4) Avoidance of Stranded Assets Opportunities for INDOT EVI Deployment (1) Resilience; (2) Fast Charging to curtail load surge: (3) Expanded Access to rural areas to increase grid capacity. Respectfully submitted, Angela Strand ZincFive Email: strand.advisor@zincfive.co	Interest in future participation as a potential vendor will be noted for future follow up and tracking via the stakeholder registry.
Elizabeth	Mouser	No Answer	7/21/2022	Ensuring access to electric vehicle charging infrastructure is critical. The US Access Board recently release guidance on this subject https://www.access-board.gov/ta/tad/ev/	Yes, these requirements will be incorporated into future updates to the plan and included in procurement documents for preliminary sites.
Alex	King	No Answer	7/21/2022	Please don't waste taxpayer funds on this project. I would love a more direct communication on this issue. Will there be a public meeting	Concern is noted; however, this is a Federal program with funds flowing down to the states for action.

Kyle	Davis	No Answer	7/21/2022	You should look into roadways that charge evs as they are going down the roadway	The Federal NEVI guidelines are specifically for funding the installation, operations, and maintenance of DC-Fast Charging Stations.
Andrew W.	Kluender	No Answer	7/22/2022	On page 10 of the plan, you list municipal and county government entities that had input to the plan. Indiana has 92 counties, but not all counties had input/representation. You should have included representation from each county. 2. This plan indicates that $99M in funding is available. This should be more than enough to install a minimum of 1 charging station in each county. However, that's not the plan. From the maps, it appears that there are some rural counties not getting any. Once again, Indiana's rural community is underserved	Concern is noted. Indiana has identified its 72 preliminary locations using NEVI guidelines regarding charging station position along Alternative Fuel Corridors. Additional locations will be considered in future plan updates based on need and projected volumes/use.
Steven	Zucker	No Answer	7/22/2022	I would like to voice my support of this infrastructure plan. The current infrastructure limits the accessibility of electric vehicles to individuals that can afford to have a second car for longer drives or to those who can afford high end luxury electric cars that have a range equivalent to a tank of gas. In addition, as the electric cars that are currently on the road begin to age, the battery capacity will drop. Meaning that while some of the mid-level cars are sufficient for commutes today, in five to ten years they will have to be disposed of regardless of how well the rest of the car is operating. Improving the charging infrastructure will allow for cars with a lower range (both more affordable and older) to be practical for a larger number of Hoosiers	Thank you for your comment and support.
Jeff	Kaden	Retired	7/24/2022	Since there will be a significant number of EV pickup trucks on the road, be sure to arrange a sufficient number of charging stations that allow both the pickup and any trailer to pull thru to charge, similar to the fuel pumps at gas stations	Concern is noted; Chapter 8 of the plan identifies freight-related considerations including using a pull-through design to accommodate towing vehicles.
Ashlee		No Answer	7/24/2022	So glad to see Indiana building infrastructure to support electric vehicles. I personally have used the Electric charging stations available in my city and I am so happy to hear there will be more	Thank you for your comment and support.

Jordan	Neerhof	SparkCharge	7/25/2022	SparkCharge [https://www.sparkcharge.io/] welcomes the opportunity to provide comments to Indiana's draft Electric Vehicle Charging Deployment Plan (the "Plan"). Stakeholder feedback is critical to ensure the plan for Indiana's transportation electrification future is sustainable and equitable, and is responsive to the needs and values of Indiana's diverse communities. We encourage Indiana to consider mobile charging as it develops its NEVI plan to be submitted to the U.S. Department of Transportation (DOT), which will empower local governments nationwide meet their EVSE goals effectively and expeditiously. Any NEVI program will only be effective if it permits innovative solutions that will assist states in the strategic deployment of EV charging infrastructure. As such, SparkCharge recommends Indiana deploy a program and contract mechanism to allow for the availability and funding for mobile charging, which may include procurement of equipment or vendors, partner agreements, or other mechanisms. Introduction to SparkCharge & Portable EV Charging SparkCharge has created the world's first mobile electric vehicle (EV) charging network, delivering charging directly to drivers regardless of where their EV is located. SparkCharge is committed to providing convenient charging for all. Portable units can deliver Level 3 direct current fast charging (DCFC) directly to drivers of EVs, regardless of where the consumer of their EV is located. As such, they will be essential in the transition to a new era in transportation. SparkCharge created the Roadie Charging System ("Roadie"), a proprietary, portable, stackable, and modular direct current (DC) fast charger (DCFC). The Roadie recharges in as little as 4 hours from any traditional power outlet, with no need for additional equipment or installation. Further, the lightweight, modular batteries can be stacked for simultaneous use, which allows end-users to tailor the charging	Comment noted. Chapter 8 discusses the incorporation of potential strategies related to the resiliency of future EV charging infrastructure and, when appropriate, incorporate them into the procurement process and/or subsequent plan updates. Examples include: oConsiderations for complementary renewable energy alternatives such as solar panels oConsiderations for energy storage capacity to provide backup options such as solar power, generator hookups, and battery storage and recycling. oEVSEs which can help adapt to areas lacking necessary power oEncouraging and prioritizing innovative maintenance procedures
Ron	Augustyn	No Answer	7/25/2022	We need level 3 charges near shops and parks so people can walk or shop while charging. Chargers need to be less than 5 miles from highway, closer is better.It takes 40 - 60 min to charge a car and the charging customer needs a place to stretch legs, use restrooms	Thank you for your comment. The Federal NEVI requirements for formula funding is specific to DC-Fast Charging. In addition, minimum amenities including 24-hour access, restrooms, safety and lighting are included in the plan.

Tom		No Answer	7/26/2022	It is laughable that it will take upwards of three years for these charging stations to get up and running. Range anxiety is the number one factor limiting EV adoption TODAY; we cannot take THREE YEARS to build out our charging network and expect it to have any meaningful impact. The timeline must be greatly accelerated for this program to truly move the needle in promoting EV adoption. The longer we wait, the greater our environment and collective quality of life will suffer	Thank you for your comment. INDOT is actively planning for procurement to support charging station implementation immediately after plan approval. Minimum lead times for equipment, from the charging infrastructure itself to the utility upgrades that are required to operate it, are between 12-24 months which has been factored into the implementation timeline. INDOT will encourage opportunities for project acceleration during the procurement process.
Abby	Henkel	No Answer	7/26/2022	Indiana is in dire need of extreme climate action if we are to avoid the very worst effects of a warming planet caused by human-induced climate change. Please do everything in your power to invest in EV infrastructure and incentives to allow as many Hoosiers as possible to switch over to EVs. Thank you!	Thank you for your comment and support.

Lindsay	Battenberg	Proterra	7/26/2022	Proterra, a U.S. company, offers a full suite of options that enable turnkey delivery of a complete energy ecosystem for heavy-duty electric fleets, including design, build, financing, operations, maintenance and energy optimization. With this comprehensive solution, operators of medium- and heavy-duty vehicle fleets such as transit bus, school bus, truck and others can lower upfront cost, reduce risk, and simplify the transition to electric vehicles. Proterra has been providing electric bus charging systems beginning with the delivery of the first buses produced. Proterra was the first transit bus OEM to develop, patent and install overhead on-route high powered chargers for battery electric buses. Recognizing a need for industry standards, Proterra collaborated with other electric bus OEMs and national standards organizations to prioritize commonality of certain components such as plug-in charger connections (J1772 CCS) and design of overhead pantograph charging apparatus (SAEJ3105). Proterra strongly urges Indiana to consider medium- and heavy-duty EVs in its State Plan. FHWA recently provided clarity in a NEVI Questions and Answers document that, “NEVI formula program funds can be used for light, medium, and heavy-duty electric vehicle charging infrastructure projects that meet NEVI program requirements.” Moreover, FHWA also stated that, “All EV infrastructure projects under NEVI must be open to the general public or to authorized commercial motor vehicle operators from more than one company.” Proterra sees NEVI as an opportunity to provide charging infrastructure to serve electric trucks and other medium- and heavy-duty EVs, not only light-duty	Comment noted. Interest in future participation as a potential vendor will be noted for future follow up and tracking via the stakeholder registry.
Tracey	H	No Answer	7/27/2022	EV development should not be done with tax payer money from federal government of gas paying people. EV development should only be done by EV users money charged to EV users when pay there vehical regerstration. Please use my tax money to fund filling pot holes around the state. Hire contractors based on how well they do the job not based on equity.	Concern is noted; however, this is a Federal program with funds flowing down to the states for action. While the procurement process will include goals related to disadvantaged business enterprises in alignment with INDOT requirements, it will also require minimum training and satisfaction of RFP requirements.

Mark	Johnson	CleanestCharge	7/28/2022	Brilliant work: congratulations! Please include: 1. Lowest 10-year total cost of EV fast charging station powered by free & clean solar costing less than utility-powered electricity interconnection, electricity costs and demand charges with CleanestCharge + Crossroads Solar where the total CAPEX < electricity/utility/grid OPEX/CAPEX deployable anywhere as are islandable microgrids; 2. Justice40 disadvantaged communities 40% of funding set-aside plus solar made by formerly incarcerated people making solar panels in South Bend Indiana by Crossroads Solar deployable in any disadvantaged community; 3. Fast 1Q installation of CleanestCharge + Crossroads Solar anywhere with microgrid modularity ideally master permitted with no grid interconnection time & cost	Thank you for your comment. Interest in future participation as a potential vendor will be noted for future follow up and tracking via the stakeholder registry.
Patrick	Regan	Crossroad Solar	7/28/2022	Same as A020	Thank you for your comment. Interest in future participation as a potential vendor will be noted for future follow up and tracking via the stakeholder registry.
Mathew	Day	IBEW 531	7/28/2022	First of all, I am an EV owner, and as one directly impacted by the charging infrastructure I hope my insights will help. The obvious requirements for DC fast charging would be along interstate corridors and along Indiana State highways, but I would like to bring attention to the Indiana State Parks. As an EV owner, we like to travel to our Indiana parks and none of them have any type of charging options. Level 2 chargers are pointless for day trips but would be nice for overnight stays for the parks that have overnight accomodations. The day trips could be handled with lower power/lower cost DC fast chargers in the 50kw range. Within an hour or two spent at a park, the vehicle would be charged at the intended destination, as many of the state parks are not near an expressway. As for the charging stations along expressways, nicer accomodations than Walmart would be appreciated. Perhaps coffee shops or restaurants, or even at rest areas already along the expressways so families could picnic outdoors or use indoor accomodations that could be built near the EV charging stations.	Thank you for your comment. Rest areas are not eligible for Federal NEVI funding. Your feedback regarding charging stations in proximity to State Parks is noted and is relevant to the discretionary portion of the Federal NEVI program which will have broad eligibility criteria in terms of both locations and type of charigng infrastructure. Finally, INDOT will make the maps of each preliminary and alternate location available publicly so that comments about specific locations can be collected prior to procurement.

Nicole	Webb	No Answer	7/30/2022	Please consider a charger near the intersection of the Lloyd Expressway and University Parkway in Evansville. There are so many Hoosiers going to the USI campus who might need to charge up before driving to their hometown	Interest in preliminary site will be noted for future follow up and tracking via the stakeholder registry.
Janet	Dunn	No Answer	7/30/2022	I believe the charging stations should collect a tax similar to the tax on gasoline. They use Indiana roads too and should pay their share for upkeep	Thank you for your comment. The business model for the charging stations is outside of the plan's scope. INDOT will not operate or maintain the charging stations nor receive any revenue from them.
Karen	Martin	No Answer	7/30/2022	The grid across our country can't handle all the ac in summer..how is it ever expected to handle electric cars? How will we not wait forever to charge up cars and how do you deal with the frequent lengthy power outages and charging cars...it's bad enough not being able to charge a cell phone during outages..nobody gets all that's involved at all..where we live outages run around 24 hour and means no water, no toilets, no cell phones now no cars? The cars are to expensive to buy and maintain. What a waste it would be of the PEOPLES tax dollars.	Thank you for your comment. Concern is noted; however, this is a Federal program with funds flowing down to the states for action. It should be noted that the Federal Bipartisan Infrastructure law also includes funding for grid modernization, a program separate from the NEVI program.
Norm	Campbell	Go Electric INC	7/31/2022	This is an excellent expansion for Indiana. As an Indiana manufacturer of battery enabled microgrid systems that provide EV charging, we are looking forward to sharing how we can assist in growing and improving Indiana EV infrastructure. Our systems can combine renewables, battery storage and grid connection (three phase as well as single phase) to serve EV vehicles. We would enjoy the opportunity to engage with our Indiana made solution and look forward to helping the EV infrastructure prepare for the increase in EV's in the state. For more information, feel free to reach out to me at npcampbell@goelectricinc.com or 317-703-6875. Thanks	Interest in preliminary site will be noted for future follow up and tracking via the stakeholder registry.
Steve	Rossi	No Answer	8/1/2022	I have an EV and fins the lack of level 3 chargers frustrating and range anxiety limiting my options for traveling around the state. Especially visiting places like Amish country and more remote areas since there are few charges available and those that are are often broken. This move to broke level 3 chargers across the board makes me a proud Hoosier as it moves our state to the 21st century.	Thank you for your comment and support.

Jason	Tracy	No Answer	8/1/2022	I'm pleased to see both Columbus and Seymour listed as targets for high-speed charging. Both get not only I-65 traffic, but considerable US-50 and IN-46 traffic as well. My only concerns are capacity and solar. I'd like to make sure that there is a path towards expansion as more people go to EVs, and that EV charge stations integrate solar into their plans.	Thank you for your comment. Chapter 8 discusses the incorporation of potential strategies related to the resiliency of future EV charging infrastructure and, when appropriate, incorporate them into the procurement process and/or subsequent plan updates. Examples include: oConsiderations for complementary renewable energy alternatives such as solar panels oConsiderations for energy storage capacity to provide backup options such as solar power, generator hookups, and battery storage and recycling. oEVSEs which can help adapt to areas lacking necessary power oEncouraging and prioritizing innovative maintenance procedures
Sean		No Answer	8/1/2022	Perfect partnership platform for structuring and developing these charging stations for fluidity and quality. https://ir.cenntroauto.com/news-releases/news-release-details/nuvve-and cenntro-announce-alliance-accelerate-adoptio	Thank you for your comment and support.
Bruce	Russell-Jayne	All Souls Indianapolis	8/2/2022	Will you please consider locating a charging station in our parking lot	Interest in preliminary site will be noted for future follow up and tracking via the stakeholder registry.
Josh	Burkhead	No Answer	8/3/2022	I drive my EV across nearly all regions of our state. The corridor between Indianapolis and Fort Wayne is in dire need of CCS fast charging. As the winter months approach this corridor becomes dangerous for EV drivers as range decreases significantly. Currently, this area is avoided by travelers who would otherwise be coming through our state because of this charging infrastructure desert. I hope this area will be prioritized above other areas where level 3 charging already exists.	Thank you for your comment. I-69 is designated as an Alternative Fuel Corridor with preliminary stations located in this general vicinity. In addition, INDOT will likely nominate US-30 (From Fort Wayne to Valparaiso) as an additional Alternative Fuel Corridor, specifically to resolve ranges issues in and around the Fort Wayne area.

Jacob	Macke	No Answer	8/3/2022	I believe I saw on the plan the desire to add US 30 as an approved highway for the funding. Both as a Warsaw resident seeing higher traffic on US 30 vs US 31 and looking at the traffic data maps, I think this should be a priority and if feasible apply some funding for US 30 charging stations	Thank you for your comment. The plan identifies that INDOT is likely to nominate US 30 as an Alternative Fuel Corridor in the next round of nominations.
Susan	Brar	No Answer	8/4/2022	PLEASE add charging stations in major college towns, West Lafayette and Terre Haute.	Interest in preliminary site will be noted for future follow up and tracking via the stakeholder registry.
Scott	Miley	No Answer	8/5/2022	The plan looks promising. Please consider a charging station near the 116th street exit from I-69 north at Fishers. Also please include the placement of small EV signs along the interstates to alert EV drivers of upcoming stations	Interest in preliminary site will be noted for future follow up and tracking via the stakeholder registry.

Walt	Offen	Retired - Lilly	8/6/2022	First, congratulations on a very thorough and clear draft EV Development Plan. I'm excited that the country will be adding 500K chargers by 2030. I have only a few suggestions for your consideration. I'm happy to help in focus groups or consultation if you would like. My email address is offenw@gmail.com, and mobile number is 317-201-6735. 500,000 charging stations will not be enough if the country is serious about transitioning from ICE vehicles to EV. I learned that there are currenly approximately 72,000 gas stations in the US. And by searching I learned the average number of pumps per gas station is 12. So the total number of gas pumps is about 864,000. When a car gets gas, it takes about 10 minutes or less to fill up the tank. That gets the driver 300-400 miles before needing a refill. For EVs, to get to 80% charge it takes 45 minutes or more. (I have a Lucid Air that takes 45 minutes to get from 20% to 80% charge.) Most EV drivers will want to recharge at close to 10% left, and likely will only charge to 80% because the charging speed goes way down to charge further than that. So instead of a 10 minute refueling to go 300 miles, the EVs will take 45 minutes to go maybe an average of 200 miles. (Note some EVs have a range as little as 100 miles, such as the Ford e-Transit.) If we get to half of the cars on the road in 2030 being EVs,	Thank you for your comment; we have noted your email address. Feel free to reach out to INDOT through the comment form to request a one-on-one meeting or to submit a separate comment or email with suggestions. Indiana's plan complies with Federal requirements for the number and type of chargers and spacing/proximity relative to AFCs. Alternative sites have also been identified to enable additional sites to be installed should demand justify their installation.

Jannette R.	Miller	Resident	8/5/2022	There is no future in electric cars, they are not safe to begin with. The amount of oil and gas required to mine and manufacture parts for those EVs simply proves that, like wind turbines and solar, those cars won't last and people won't be able to afford them while you hide the cost and pollute just to manufacture them. EVs can not operate under extreme weather conditions and there is no way people can use them to commute any long distance to work. People will suffer in the cold, stranded, and when the grid goes down because it's not able to supply electricity to charge a large number of cars every night, people will be freezing in their homes, or dying of heat related illness when the air conditioners can not be used. Whoever supports this insane idea should have to sign an agreement that when people suffer, they will be taken to prison for the unnecessary pain and suffering of thousands of people	Thank you for your comment. Concern is noted; however, this is a Federal program with funds flowing down to the states for action.
Dan	Barnhart	No Answer	8/8/2022	I think before the first car charging station is online, the state should spend that money to pave all roads in the State. There are still too many gravel roads which disenfranchises too many people. If this new program is designed around equity as they say it is, gravel roads need to go away so all people have equal access to quality travel. Then maybe 10 -15 years from now we could revisit electric stations.	Thank you for your comment. Concern is noted; however, this is a Federal program with funds flowing down to the states for action.
Scott	Blank	Resident	8/8/2022	I think it is fine if somebody wants to buy an electric, solar, helium or atom powered vehicle, but I definitely do not want my tax dollars to go toward providing them places to fuel up or buying them extra- long extension cords. I would like more gas stations in my area, but I do not expect tax dollars to build them. That is just crazy!	Thank you for your comment. Concern is noted; however, this is a Federal program with funds flowing down to the states for action.
Paul	Czarnecki	No Answer	8/9/2022	HOW can this state SUPPORT electric needs for EV when it can't provide a 24/7 guarantee of electrical power NOW???	Thank you for your comment. Concern is noted; however, this is a Federal program with funds flowing down to the states for action. It should be noted that the Federal Bipartisan Infrastructure law also includes funding for grid modernization, a program separate from the NEVI program.

John	Mckee	Resident	8/9/2022	We are totally against public money being spent for EV charging stations. Does the State build filling stations for fuel driven vehicles? Will the state charge for energy in the charging stations? If so ,I expect free gasoline. By the way at least some State Parks have EV charging stations with free energy. And, the EV stations are in the prime parking spots	Thank you for your comment. Concern is noted; however, this is a Federal program with funds flowing down to the states for action.
B	Brown	No Answer	8/11/2022	Electric vehicles: They are more expensive than gas cars. They are worse for the environment. They don't run as far and have to be recharged too often. They catch fire. Why don't you use the money to reinforce the electric grid in the state	Thank you for your comment. Concern is noted; however, this is a Federal program with funds flowing down to the states for action. It should be noted that the Federal Bipartisan Infrastructure law also includes funding for grid modernization, a program separate from the NEVI program.
Kate	Wiltz	Monroe County Council and Bloomington-Monroe County Metropolitan Planning Organization Policy Committee	8/12/2022	In reviewing the EV Charging Infrastructure Network Plan, I did not see any reference to the US Access Board's recent recommendations for making these stations accessible for people with disabilities. These recommendations should be featured in the plan as well as any documents or contracts emerging from the plan. The technical assistance document contains recommendations for scoping and signage (under Sec 504) as well as other guidance not currently reflected in ADA/ABA guidelines. Please add strong language regarding adherence to these and subsequent recommendations from the US Access Board. Thank you	Thank you for your comment. These guidelines were made available after the state plans were due on August 1, however the project team is aware of their release. These requirements will be incorporated into future updates to the plan and included in procurement documents for preliminary sites.
Pauline	Coderre	No Answer	8/14/2022	Pole-mounted electric vehicle chargers can make charging more accessible, and their convenience may get more people driving EVs. https://www.msn.com/en-us/autos/news/pole mounted-electric-vehicle-chargers-can-make-charging-more-accessible-and-their-convenience may-get-more-people-driving-evs/ar-AA10DKXI?ocid=msedgdhp&pc=U531&cvid=8e2206c9b78648aa861232c881b1d138	Thank you for your comment. All solutions will be considered and evaluated during the procurement process. Vendor interest should be noted through the stakeholder registry that will be launched following plan approval.

David	Knight	Terbine	8/14/2022	Hello, we've developed an intelligent cloud-based platform that is the first designed to handle all of the elements needed to federate charging stations with any type of electric vehicle, as well as provide data to power utilities for the purposes of dynamic load-balancing. We would like to connect with the person or persons involved with authoring Indiana's plan for charging. An overview of our system is provided here https://terbine.com/the-terbinelink solution/ My email is dknight@terbine.com Thank you kindly, David	Thank you for your comment. Interest in future participation as a potential vendor will be noted for future follow up and tracking via the stakeholder registry.

Karld	D	No Answer	8/15/2022	This draft document claims that "transportation is recognized as the final frontier for major advancement in energy efficiency." Who exactly 'recognizes' this, and do these uninformed individuals actually believe that our electric vehicles in Indiana will be powered by 'impact free' sources of energy? According to the US Energy Information Administration, wind "provided 7% of Indiana's utility-scale electricity net generation in 2020, while solar, biomass, and hydropower combined accounted for less than 2% of generation." Meanwhile, the same authority also recognizes that coal "fueled 53% of Indiana's electricity net generation that year." What are the current year breakdowns of this and does the state of Indiana have plans to move its energy production 100% away from carbon in the near future? Assuming climate change is an actual threat to Hoosiers and not an overinflated rhetorical scare tactic used by hyperbolic and self discrediting zealots, it sounds like electric vehicles are simply robbing Peter to pay Paul. Also, it sounds like all of this "final frontier" talk is premature and not applicable to the state of Indiana. Furthermore, contrary to popular misconception, there are impacts and tradeoffs for all forms of electricity generation including wind and solar. Industrial scale solar takes prime farm land out of commission, for instance, and wind profoundly impacts bat and bird populations as noted by the U.S. Geological Survey. Further, I have my doubts that building this infrastructure will have an impact on consumer behavior. Electric cars are currently a punchline on most conservative media outlets for their inaccessibility, impracticality, and reliance traditional energy sources. Even the Indianapolis Star observes that "adoption rates... have a high hill to climb." The Star adds "just 0.1% of registered vehicles in Indiana are electric." Do we really want to serve the 0.1% of consumers at the expense of the 99.9? Lastly, even if this is	Thank you for your comment. Concern is noted; however, this is a Federal program with funds flowing down to the states for action.

Marc	Buhrmester	Dayton IN Redevelopment Commission	8/16/2022	Hello, As President of the Dayton IN Redevelopment Commission I have been exploring options for our area. Our area is located at the intersection of I65 and SR38. This appears to be an idea location for charging stations. Additionally, I have been studying solar and it appears that a solar supplemented charging station could possibly happen at our site. I would like to learn more about NEVI funding opportunities and how they might enhance our area. Best Regards, Marc Buhrmester Marc.Buhrmester@Dayton.In.Gov 765-479-2999	Thank you for your comment. Interest in preliminary site will be noted for future follow up and tracking via the stakeholder registry. In addition please note that Chapter 8 also indicates that resiliency in charging infrastructure through options like the inclusion of renewable energy sources will be evaluated for possible inclusion in the procurement process.
Bart	Hile	No Answer	8/17/2022	Why is this the business of the state? Did the state build a network of gas stations a hundred years ago? If EV's are so great, the public will adopt them, and there will be businesses that will spring up for charging, just like gas stations popped up. This is the very definition of a pig in a poke - something that is accepted without knowing its value. Stay in your lane, and stop spending our money on your lobbying friends and their pet projects which will make them rich, and won't accomplish anything useful. This is a TOTALLY unnecessary project and should be ended immediately.	Thank you for your comment. Concern is noted; however, this is a Federal program with funds flowing down to the states for action.
Carlos	Gray	Resident	8/17/2022	Don’t do it.	Thank you for your comment. Concern is noted; however, this is a Federal program with funds flowing down to the states for action.

Denise	Abdul-Rahman	Indiana Alliance For Equity Diversity and Inclusion of Electric Vehicle Infrastructure and Economic Opportunities	8/17/2022	We were unable to post our entire commentary due to the character limitations. Our advocacy. We are resubmitting our letter from June 27th, 2022 in Google Link Format https://docs.google.com/document/d/1B_u1OkXWlTOghFKCBPsZDArB3c sQDWfkOzpkG86Abg/edit Denise Abdul-Rahman State Chair Environmental and Climate Justice Indiana State Conference of the NAACP	Thank you for your comment. INDOT has committed to equity in the buildout and operations of EV charging infrastructure in its plan and the plan notes several efforts, including: ensuring equitable access to the stations, continuing engagement in DAC areas during implementation, advancing education, awareness, training and workforce development, and a committment to utilize qualifed disadvantaged business enterprises (DBEs). Equity-focused elements of the plan will be called out on the INDOT NEVI website for easy identification, and additional meetings will be scheduled and conducted to continue the conversation around equity and potential metrics during plan implementation.
Patrick P.	Martin	Bloomington-Monroe County Metropolitan Planning Organization	8/19/2022	The Indiana Department of Transportation's Draft Electric Vehicle Charging Infrastructure Network Plan makes only a single reference to the Americans with Disability Act (ADA) on Page 72. Given this fact, we ask that the final plan summited for federal approval include additional ADA consideration(s) and/or additional detailed ADA documentation for Indiana’s proposed vehicle charging infrastructure network.	Thank you for your comment. The US Access Board developed guidelines for accessiblity at EV charging stations, and these were made available after the state plans were due on August 1. The project team is aware of their release and will incorporate them into future updates to the plan and included in procurement documents for preliminary sites.

Kacey	Krane	Indiana Conservative Alliance for Energy	8/19/2022	The Indiana Conservative Alliance for Energy would like to express support for INDOT's EV Deployment plan as published on July 29, 2022. Indiana is ranked number one for best infrastructure, and alternative fuel infrastructure deployment is necessary for maintaining that standard of excellence. With more interstates than any of our 49 counterparts, we are poised to build off Indiana's leadership in alternative energy technologies with this nearly $100 million investment. ICAE believes free enterprise will lead us towards a reliable, renewable and affordable energy future. As outlined in the plan, the clear shift in consumer demand is driving this technological transformation. ICAE is encouraged to see INDOT and other stakeholders embracing this change and making important considerations for reliability and affordability. Goals three and five include provisions for a reliable charging network. INDOT's goal to have 100% of Hoosiers, including those in DAC communities, within 40 miles of an EV charging station demonstrates a commitment to alternative fuel technology and economic growth where all Hoosiers can benefit. From cheaper vehicle fuel bills to a cleaner environment, Hoosier families will be better off from this historic deployment.	Thank you for your support of the plan.

Bryan K	Bullock	No Answer	8/19/2022	Reject INDOT's EV charging proposal as it does not take into consideration the environmental justice needs of poor and minority communities in Indiana.	Thank you for your comment. INDOT has committed to equity in the buildout and operations of EV charging infrastructure in its plan and the plan notes several efforts, including: ensuring equitable access to the stations, continuing engagement in DAC areas during implementation, advancing education, awareness, training and workforce development, and a committment to utilize qualifed disadvantaged business enterprises (DBEs). Equity-focused elements of the plan will be called out on the INDOT NEVI website for easy identification, and additional meetings will be scheduled and conducted to continue the conversation around equity and potential metrics during plan implementation.
Tim	Jedlicka	Resident	8/22/2022	The problem with the existing non-Tesla charging infrastructure is the reliability of the charging stations. Indiana MAY not need MORE chargers - but rather more reliable chargers. Here are some excellent videos to consider in the EV charging infrastructure. https://www.youtube.com/watch?v=dnar6YZrn4Y https://www.youtube.com/watch?v=jdqWlEIFUMI and https://www.youtube.com/watch?v=H8KQAE00dqs Perhaps Indiana could consider a charging station training program along with the State helping maintain the charging infrastructure - this could help improve reliability	Thank you for your comment. The plan identifies the need for robust and reliable infrastructure and this will be reflected in the minimum operations and maintenance requirements that are included in procurement. Minimum O&M requirements are identified in Chapter 5.2.

Patrick P.	Martin	Bloomington-Monroe County Metropolitan Planning Organization	8/22/2022	The Draft Indiana Electric Vehicle Infrastructure Deployment Plan submitted to the FHWA on July 20. 2022 made a passing reference to ADA design standards with regard to charging station design standards (page 72). We therefore recommend adding into the FINAL plan submission to the FHWA the inclusion of and/or reference of the U.S. Access Board "Design Recommendations for Accessible Electric Vehicle Charging Stations" last updated on August 11, 2022 (https://www.access-board.gov/tad/ev/) for addressing statewide ADA accessible standards for the envisioned EV network. Thank You, Pat Martin martipa@bloomington.in.gov	Thank you for your comment. The US Access Board developed guidelines for accessiblity at EV charging stations, and these were made available after the state plans were due on August 1. The project team is aware of their release and will incorporate them into future updates to the plan and included in procurement documents for preliminary sites.
Chelsie		No Answer	8/20/2022	This is not needed and a waste of money.	Thank you for your comment. Concern is noted; however, this is a Federal program with funds flowing down to the states for action.
Ray	Maddalone	No Answer	8/20/2022	I have an order in for an AWD Cadillac Lyriq expected in 1Q23. As prep I have read a lot about EVs and charging. In many cases it is not the availability of chargers but whether they work seamlessly with all EVs.The biggest issue with non-Tesla charging stations is connectivity across all EVs. I urge you to look into the issues of getting commercial chargers to consistently work for all EVs. Do what you can in Indiana but make this an issue at the federal level.	Thank you for your comment. Yes, open standards and interoperability are required by the Federal NEVI program and these requirements will flow down to Indiana's procurement/contracting process.

Sydney	Martinez	Francis Energy	8/20/2022	Indiana Department of Transportation RE: Indiana Electric Vehicle Infrastructure Deployment Plan Francis Energy, the fourth-largest owner and operator of DCFC in the country, appreciates the opportunity to provide feedback on INDOT's draft NEVI Plan prior to approval from the Joint Office of Energy and Transportation. We commend INDOT for its robust stakeholder engagement with both in person and virtual meetings. We appreciate the inclusion of private industry in the stakeholder process and look forward to continued engagement. We believe that strong public and private partnerships between states and private industry is essential to a successful EV deployment strategy and helps to guarantee that EV charging networks are designed in the view of providing long-term infrastructure benefits to the public. INDOT's analysis of existing charging locations is extremely useful to project developers, such as Francis Energy, in determining where to site new EV charging installations. We also appreciate the mapping that INDOT has done to show potential charging sites along corridors and other locations. Francis appreciates INDOT's detailed anticipated timeline for deploying Indiana's allotment of NEVI funds. We do hope, however, that the procurement process will begin before the draft Plan's anticipated date of October 2023. As indicated by INDOT's Plan, the NEVI funds will ultimately provide significant coverage across the state, allowing EV drivers to travel freely, and provide much needed EV charging access to rural and underserved communities. INDOT's emphasis on including disadvantaged communities in the NEVI Plan is important to Francis. We look forward to working with INDOT in the coming years and to supporting the growth of EV adoption in Indiana. If you have any questions, please reach out to Sydney Martinez SMartinez@francisenergy.com.	Thank you for your support of the plan. Interested vendors will be able to continue their engagement through the stakeholder registry that will be stood up upon plan approval. Additionally, concern about the implementation timeline is noted. INDOT is actively planning for procurement to support charging station implementation immediately after plan approval. Minimum lead times for equipment, from the charging infrastructure itself to the utility upgrades that are required to operate it, are between 12-24 months, which has been factored into the implementation timeline. INDOT will encourage opportunities for project acceleration during the procurement process.

Drew	Miller	Resident	8/20/2022	Discuss briefly capacity of the staff of reviewing agencies to implement the plan. Staffing shortages at the state are likely the reason why this plan was late to be put out for public review prior to sending the draft to the federal government. Define how the state is going to ensure staffing so that this ambitious plan will be met so that it hits the defined goals described. At current levels, this plan appears to be a pipe dream and not something that can be met due to current staffing. The governmental entities coordinated with as part of the plan lacked inclusion of various regulatory agencies (IDNR, USACE, etc.). Provide an explanation why their expertise and concerns for the site selection presented wasn't included in the plan. This could have aided in the avoidance of undesirable sites that would have difficulty being permitted in the future. Several of the sites are not even large enough for a potential charging location. If property owners would be an issue, consideration of other locations potentially slightly farther away should be considered	Thank you for your comment. The four state agencies who are a part of the EV Working Group all reviewed and provided comments on the draft plan: the Governor's Office, IURC, IEDC and OED. In addition, IDEM reviewed the plan and provided feedback and input, especially on the topic of the VW sites. We have noted the additional entities you mentioned and can make connections to include them in the near term to make them aware of the plan and solicit input on site selection prior to moving forward with procurement. The preliminary and alternate sites are identified by exit number only, and the intention of the alternate sites was to provide options in the event that preliminary sites may be undesirable for the reasons you mention. We welcome input to help refine the potential locations as this process will be ongoing in the near terms. This is one reason for INDOT doing additional planning and development around site selection criteria prior to procuring the first phase of sites. Thank you for the helpful feedback.

Drew	Miller	Resident	8/20/2022	The final plan was to be submitted by INDOT to the Joint Office of the U.S. Departments of Energy and Transportation by August 1, 2022. This was prior to the end of the public comment period. I am unsure if you will actually seriously consider my comments since INDOT has decided that the report could be submitted without receiving comments. In the future, INDOT shouldn't submit a draft to an approval agency prior to receiving all comments from the comment period. There are two types of electric vehicles that charge in different methods. Battery electric charge via electric connections. Hydrogen electric charge by getting hydrogen and then converting the hydrogen into electricity in the motor to create a voltage difference to run the motor. The plan does not define the electric vehicle that is being considered. Define the electric vehicle types being considered in the plan. The plan should consider both types of electric vehicles. While the battery electric market is currently larger than the hydrogen electric market, both have pros and cons to be considered. Hydrogen electric is closer to how we currently fuel vehicles with a decently quick turnover of vehicles. Battery electric runs into limitations where it takes longer and would overall require a significantly larger footprint since the occupancy of each charging station would take longer than a current gasoline type fuel stop. If the plan is only going to consider battery electric vehicle infrastructure, provide an explanation as to why the government is not backing implementation of hydrogen infrastructure. The implementation discussed throughout the document does not include environmental evaluation of the sites that are being considered for selection after this implementation plan (it isn't until Section 8.5 that further coordination with environmental groups will occur and it isn't until Section 9.1.1 that NEPA is brought up (but only in the context of civil rights and not in regards to site selection)). The plan	Thank you for your comments. The Joint Federal Office for Transportation and Energy has indicated that states will be required to submit periodic updates to their plans. INDOT will incorporate public comments to future updates. The NEVI formula program is specific to DC-Fast charging for EVs; however, the discretionary program does consider alternate fuel infrastructure outside of EV. Additional requirements and guidelines are expected in the fall of 2022.

Jacob	Reinart	Evgo Services LLC	8/19/2022	Please refer to the comments of EVgo shared with Scott Manning, which address the following topics: 1. Accelerate the timeline. 2. Avoid grouping or “bundling” sites. 3. Maintain flexibility regarding site locations for corridor buildout. 4. Maintain flexibility regarding site locations following corridor buildout. 5. INDOT should avoid acting as an intermediary between site hosts and EVSE providers. 6. Avoid a separate vendor pre-qualification process. 7. Assess utility readiness through a utility coordination requirement. 8. Evaluate potential sites through a competitive solicitation and scoring rubric. 9. Remain agnostic between new stations and upgrades. 10. Allow comment on draft solicitation plan. EVgo thanks INDOT for the opportunity to provide comments on its draft Plan to implement the NEVI program. We look forward to continuing to engage with INDOT and hope to be a resource as the State moves to finalize the plan and develop its solicitation process.	Thank you for your comments. INDOT will make good effort to accelerate the timeline but also would like to complete a more detailed site selection/prioritiziation process to ensure as much information is shared with potential bidders as possible - for example, utility readiness as you suggested. INDOT will stop short of defining specific addresses for the locations. INDOT's desire is for natural partnerships between site hosts, EVSE and possibly utilities to form and drive success. A competitive selection process is anticipated and will be defined early on after plan approval. Additionally, there will be ongoing opportunities to engage with INDOT so that public and private sector have input into the solicitation process.
Vandana	Di Scala	Charge Point	7/25/2022	Summary of Charge Poinnt's comments: Use federal funds to address gaps and adding redundancy of chargers. Supports INDOT's site selection approach. Wants sites to be design with 350kW future charging speeds. Wants INDOT to cover 5 years of networking and warranty costs upfront. Wants INDOT to use BUy America compliant solutions. Wants INODT to provide operational cost reimbursement in the early years. Consider freight charging. INDOT should not dictate any price requirements and should allow station owners flexibility within reason. Multiple Point of Sale methods should be available. Detailed comments can be accessed at: https://www.dropbox.com/s/js22553axol8z1w/ChargePoint%20Comments.pdf?dl=0	Thank you for your comments. Your input to site requirements is noted and will be considered during the procurement process, esepcially as it relates to the charging speeds, Buy America (which is currently a requirement), and sale methods. Also, considersations and flexibility to allow freight charging are noted in Chapter 7. Finally, it is anticipated that networking and warranty costs would be part of the five-year O&M costs paid for with grant funds. We look forward to ongoing conversation to incorporate these actionable comments into the contracting and procurement documents.

Tony	Reinhart	Ford	7/21/2022	Summary of Ford's comments: Wants sites to include basic amenities like bathroom access, lighting, and shelter/roofs. Encourages modifying the charger spacing on highways based on anticipated demand. Stations be designed to accommodate larger vehicles, including vehicles that tow or include trailers. Regarding power levels, all stations should be future-proofed for 350kW hardware capability, and all chargers should be 400V/800V dual voltage capable. Key locations to consider: Richmond (connects Indianapolis to Dayton & Columbus OH along I-70 at US-27), Bloomington (connects Indianapolis to Evansville along I-69), US-30 across northern Indiana – connects Fort Wayne to Chicago, US-41, Hwy-63, US-41 N-S along the western edge of Indiana – connects Evansville and Terre Haute to Chicago, US-27 and US-33 leading SE from Fort Wayne to Indiana's eastern border – connects Fort Wayne to Columbus, OH. Detailed comments can be accessed at: https://www.dropbox.com/s/wtwmq4kelupnw0t/Ford%27s%20Comments.pdf?dl=0	Thank you for your comments. INDOT will make good effort to accelerate the timeline but also would like to complete a more detailed site selection/prioritization process to ensure as much information is shared with potential bidders as possible - for example, utility readiness. Second, your input to site requirements is noted and will be considered during the procurement process, especially as it relates to the charging speeds. Also, considersations and flexibility to allow freight charging are noted in Chapter 7. INDOT also will be placing all maps of preliminary and alternate locations on their website for input and comment so that specific site comments can be logged and inform the site selection criteria. Last, US 30 is slated to be nominated as an Alternative Fuel Corridor when the next round of nominations opens up.

Derek	Cahill	No Answer	7/22/2022	Concerns regarding dates in section 1.1 to be slow. Interoperability between Tesla and Non-Tesla chargers. Encourages that the line “Availability of equitable payment options (i.e. non-card based payment options)” may be addressed best by looking at existing financial services solutions for unbanked and underbanked customers such as the ability to reload a cell phone by mobile number or to use a prepaid card that could be reloaded at a convenience, drug, grocery or dollar store. Wants restroom to be a primary criteria for site selection. Detailed Comments can be accessed at: https://www.dropbox.com/s/1e5cf20fl6hk4gn/Cahill%27s%20Comment.pdf?dl=0	Thank you for your comments. First, open standards and interoperability of chargers are required by the Federal NEVI program and these requirements will flow down to Indiana's procurement/contracting process. Second, INDOT will make good effort to accelerate the timeline but also would like to complete a more detailed site selection/prioritization process to ensure as much information is shared with potential bidders as possible - for example, utility readiness. Last, Federal NEVI requirements also lay out equity from the perspective of the infrastructure and payment options considered. This comment will be noted as it informs potential requirements to be included in the procurement of the sites and charging providers.