



1. Goals and Objectives of the Program

- To develop a statewide EV charging network that provides EV charging locations to the most significant number of citizens;
- To create a diverse statewide network that meets the needs of Indiana citizens using both DCFC and L2 charging equipment;
- To implement a program that is reliable through multiple charging stations at each location;
- To maximize the available funds and achieve the most outstanding value for Indiana's investment;
- To maximize leveraging of public- and private-sourced funds, where possible, to obtain the most significant number of charging locations possible.

2. Applicant Eligibility

Eligible applicants for this program include, but are not limited to:

- For-profit businesses registered with the Indiana Secretary of State
- Nonprofit entities registered with the Indiana Secretary of State
- Federal, state, and local government agencies
- Indiana-based metropolitan planning organizations

3. Eligible Electric Vehicle Charging Equipment Project Types

All applicants must show that each station and location have a high potential for utilization. Two charging station types are eligible for funding through this program: DCFC and L2.

These two charging station types serve different key needs of Indiana's EV owners. While DCFC equipment is often located along interstates and highways to support long-distance travel, L2 charging equipment is generally located in residential and retail areas to support more local travel. Together, these two types of charging stations can lay the groundwork for a sustainable market for EV owners and station providers across Indiana.

Additional requirements for DCFC and L2 charging stations can be found in Appendix A at the end of this document.

Projects funded under this program will be reimbursed at the maximum dollar amount per charging location or percentage of the total location-specific project costs, whichever is less. The maximum amount and percentage of total expenses per location eligible for reimbursement can be found in Table 1.



Table 1 - Summary of Funding Availability			
EV Charging Type	Maximum Funding and Percentage		Approximate Funding Available
Direct-Current Fast Charge (DCFC)	Maximum Dollars per Location	\$200,000	\$3,176,000
	Maximum Percentage of Project	75%	
Level 2 (L2)	Maximum Dollars per Location	\$10,000	\$169,000
	Maximum Percentage of Project	75%	

Direct Current Fast Charge Sites

The Federal Highway Administration (FHWA) designates Interstates, U.S. Routes, and State Highways as alternative fuel corridors. These alternative fuel corridor designations include all alternatively fueled vehicles, not only electric vehicles. However, they provide some general insight into where all alternatively fueled vehicles are likely to operate. As it relates to electric cars, this designation results from demonstrated local interest, demand for charging stations along these corridors, and regional electric vehicle (EV) travel and traffic counts. The GOEVIN team recognizes the value of using the FHWA corridor designation as a supporting method to identify key areas for EV charging stations in Indiana. To cover all areas of the state, GOEVIN will focus this program's efforts on Indiana Interstates, U.S. Routes, and State Highways over and above those currently designated by FHWA. Appendix B of this document contains these roadway priorities and traffic volume counts.

To appropriately prepare these roadways for long-distance EV travel, the DCFC component of this program is focused on locating additional DCFC charging sites for light-duty EVs along the roadways listed in Appendix B. The overarching intent of this program is to help fill in existing and projected gaps in Indiana's EV charging station network.

All DCFC projects shall meet the requirements listed in Appendix A: DCFC and L2. Project Requirements are included in this guidance, where applicable.

Level 2 Charging Sites

L2 charging stations are the most common EV charging infrastructure currently online in Indiana, and they can be installed at a much lower cost than DCFC stations. Because of this lower cost, investing in L2 stations can accomplish much even with a notably smaller investment of Indiana's funds. L2 charging stations can be provided conveniently, located and accessible charging opportunities. This program does not restrict L2 charging locations to any particular roadway, and these sites may be geographically located anywhere across the state.

All L2 projects shall meet the requirements listed in Appendix A: DCFC and L2 Project.



Requirements included in this document, where applicable.

4. Ineligible Projects

Projects not eligible for award under this program include, but may not be limited to:

- Installation of Level 1 charging equipment
- Installation of hydrogen fueling stations
- DCFC sites that are more than one (1) road mile off Indiana roadways highlighted in Appendix B. Exceptions may be considered on a case-by-case basis, provided the need for these exceptions is documented and supported.
- Projects not meeting the requirements listed in Appendix A

5. Costs Eligible for Reimbursement

Costs directly incurred by the grantee through the purchase and/or installation of eligible equipment obtained after the execution of a project funding agreement is eligible for reimbursement, subject to the limitations in Table 3. These costs may include the procurement of goods and services from vendors and contractors, labor costs incurred by the grantee's employees for installation, and other costs necessary to complete the project. All costs must be supported by appropriate documentation. GOEVIN team retains the sole authority to determine eligible project costs.

6. Application Limitations and Requirements

Applicants may submit multiple applications through the GOEVIN Intake Form; however, each application must request funds for either DCFC or L2, not both. An applicant can include the addition of an L2 charger in the form of leveraged funds within a DCFC application. Each application may comprise more than one charging site. If submitting more than one charging site in an application (or multiple applications), the applicant must prioritize sequentially the charging sites at the time of submission (unless the application is for a complete, statewide charging network). Awards will be made on a cost-reimbursement basis. This means grantees must incur the cost of the project before being repaid. Costs must be incurred only after a project is selected for an award and a project funding agreement has been executed between the GOEVIN team and the grantee.

Eligible project costs include, but are not limited to:

- DC fast charging station, power conversion, hardware, and associated equipment (with required warranties).
- Level 2 charging station, hardware, and associated equipment (with required warranties).
- Supporting costs such as final design, engineering, and permitting.
- Utility upgrades such as transformers and extensions.
- Initial networking/subscription activation fees for a charging network (often included as a component of the required 5-year warranty as detailed in Appendix A).
- Payment module, as required by this program.
- Cord or cable management strategy, including retractable cords.
- Battery storage.



- Construction and/or installation costs directly related to the charging station, such as as dedicated parking spaces, electrical service and connection, on-site sign installation, installation of lighting, shelter/awning construction, etc.

Costs Ineligible for Reimbursement

Funds awarded by this program cannot be used for administrative costs, lobbying, or intervention in federal regulatory or adjudicatory proceedings. Costs incurred before the execution of the project funding agreement are also ineligible project costs and will not be reimbursed.

Ineligible costs include, but are not limited to:

- Research projects and studies.
- Feasibility studies, such as surveys, to determine interest in the installation of EVs charging stations in particular locations.
- Proposals for any vehicle demonstration or demonstrations of existing technologies for public outreach or education.
- Land or parking space purchase/lease.
- Level 1 infrastructure.
- Internet and/or cellular connection (wireless or otherwise).
- Ongoing or annual networking/subscription fees for a charging network outside of those included in the 5-year warranty are detailed in Appendix A.
- Electricity consumption and demand charges.
- General maintenance or repair of equipment or facilities.
- Administrative costs.
- Signs and installation of signs located off-site or along adjacent roadways directing drivers to the charger locations.
- Other capital costs, such as the construction of buildings, parking facilities, etc., or general maintenance other than the supply equipment.
- Construction or installation of site amenities not directly related to the charging station, such as restrooms.

7. Funding and Cost-Share Requirements

Grantees will receive reimbursement for eligible costs incurred up to the maximum dollar amount or percentage of total costs listed in the project funding agreement. No costs to be reimbursed may be incurred before executing the project funding agreement. A cost is considered incurred if ordered, contracted, purchased, or installed.

Requests for reimbursement shall be made in the manner specified by the GOEVIN team and must include documentation showing that the equipment has been received and installed by the Grantee; the equipment is fully operational, all requirements of the project funding agreement have been met, and the grantee has incurred and paid the costs.

Mandatory cost-shares are required for all projects. As outlined in this document, reimbursement of eligible costs will only be provided up to the maximum dollar amount or percentage of total costs included in the project funding agreement. The remaining project costs are the grantee's



responsibility and serve as the grantee's cost-share. In-Kind donations are not eligible project costs and may not be credited as part of a grantee's cost-share. Preference will be given to proposals that include a financial cost-share match over and above those detailed in this announcement. This will enable the program to maximize the total funds available.

8. Award Timeline and Requirements

All applicants will be notified regarding their award status after the funding cycle. Applicants selected to receive funding will be required to execute a project funding agreement with GOEVIN. Although not required at the time of application, a simple site plan showing the charging site location, planned site improvements to be reimbursed, and other pertinent details of the project parcel will be required before the GOEVIN team provides a draft agreement to the recipient. If a selected applicant fails to deliver an executed agreement within 30 days of receipt, the GOEVIN team, at its sole discretion, may cancel the award and award the funds to another applicant.

Upon execution of the agreement by GOEVIN, a copy of the fully executed agreement will be returned to the grantee, at which time the funding will be considered awarded. The project, including the purchase of equipment, may not occur before the execution of the agreement.

The GOEVIN Team proposes the following estimated timeline:

Table 2. Approximate Timeline	
Project Milestone	Approximate Date of Completion
GOEVIN Intake Form Posted	May 5, 2025
GOEVIN Roadshow (In Person Meetings)	June 10 – 20, 2025
Webinar	June 23, 2025
Proposal Receipt Deadline	June 30, 2025
Proposal Review, Prioritization, and Selection	July 15, 2025
Selected Proposal Notification	July 31, 2025
Grant Agreements Fully Executed	August 15, 2025
Projects Completed and Fully Implemented	December 31, 2026

Agreement Terms

Applicants interested in applying for funding should consider the following items that will be part of the requirements addressed in the agreement:

- All projects selected for funding shall be completed no later than December 31, 2026. If an application indicates a project cannot be completed within this timeframe, it will not be considered for funding.



- Charging locations funded by this program must operate for no less than five years. The grantee may upgrade sites over this period, but the number of charging plugs and minimum charging capability shall not be reduced.
- Grantees will be required to submit biannual and final reports to the GOEVIN team, as well as Progress reports upon request.
- The claim for reimbursement of costs and all required documentation is due to GOEVIN within one month after the completion of the project. GOEVIN will not reimburse the applicant until all requirements are met. No reimbursement will be made for any costs incurred in developing a project not completed and placed in service. Failure to maintain the project and comply with all terms of the agreement will result in the repayment of funds reimbursed. Under no circumstances will reimbursement be made for costs incurred before the execution of the agreement.
- Grantees should expect to allow a minimum of 90 days for reimbursement processing.
- Grantees will procure all goods and services in accordance with state law and must make a reasonable faith effort to encourage competition. All documents relating to procurement will be made available to GOEVIN upon request.
- All information submitted to GOEVIN throughout the project, including all records supporting all expenditures of funds are subject to inspection by interested parties and disclosure to the public, subject to any applicable confidentiality. Exceptions are provided in applicable state or federal laws.

9. Project Reporting and Monitoring Requirements

Grantees must submit biannual reports to the GOEVIN team from the contract start date until the project is completed, along with a final report and interim progress reports upon request. Additionally, all grantees will submit annual station utilization data to the GOEVIN team for no less than 5 years after project completion. At a minimum, the following information will be submitted for each charging station installed:

- Number of charging events
- Average dwell time
- Number of unique vehicles connected
- Total kWh dispensed per charging event
- Average kWh per charging event
- Peak power (kW) per event by time and date
- Average duration of charging events
- Percentage of station uptime/downtime

10. How to Apply

GOEVIN will only accept electronic project submittals via the GOEVIN Intake Form found on the GOEVIN.com website. An email response confirming receipt of electronic proposals will be provided on or before the closing date when possible.

Applicants may submit multiple applications; however, each must request funds for either DCFC or L2, not both. Each application may include more than one charging site location. If submitting more than one charging site location in an application (or multiple applications), the applicant must prioritize the locations sequentially at submission (unless the application is for a complete, statewide charging network). An applicant can include the addition of an L2 charger in



the form of leveraged funds in a DCFC application. **Completed applications are due by GOEVIN Intake Form before June 30, 2025, 5:00 p.m.**

Submittals received after the deadline will be deemed ineligible and will not be reviewed. Incomplete applications may be disqualified from consideration. The GOEVIN team is not responsible for any errors or delays caused by technical difficulties submitted via the intake form.

Content and Form of Application Submission

All project-related information will be submitted via the GOEVIN Intake Form.

11. Evaluation of Applications

Eligible projects will be evaluated competitively according to the scoring criteria listed below. While the scoring criteria provided in this section are the primary means of determining a selected project, GOEVIN may also consider other factors not included in these scoring criteria when making the final selection of projects. In addition to the quantitative evaluation based on the table below, additional qualitative considerations will be given to applications that include:

- Reasonable geographic distribution of projects across the state.
- Collaboration among diverse stakeholders to advance a broader environmental vision or goal for the area.
- Evidence of regional support for a project.
- Evidence of a clear plan of action, milestones, and schedule for project completion.
- Evidence of commitment by the owner to maintain DCFC and/or L2 charging station equipment.
- Evidence of project implementation feasibility without significant obstacles to ensure continued use of the charging station.

Table 3. Scoring Criteria	
Scoring Criteria	Maximum Points Available
Cost-effectiveness of the project (a ratio of the total investment of GOEVIN program funds to annual average daily traffic at project location)	25
Long-term Sustainability and Maintenance of Site (ability to continue efforts or expand the project after the mitigation project funding is utilized)	20
Compliments other programs for a statewide network or the application itself supports a statewide network (the ability of the proposal to meet the goal for a statewide network and to fill in infrastructure gaps)	20
Verified leveraging of additional resources (financial only).	15
Project Readiness (is project “shovel- ready” and what is projected total project build timeline)	10



Quality of site marketing and amenities (amenities such as restrooms, food, and shopping; and marketing; and marketing of site location to consumers)	10
TOTAL POINTS AVAILABLE	100

12. Application Questions

Questions or requests for clarification about this program may be submitted in writing via email to info@drivecleanindiana.org. Verbal questions will not be addressed. If the question or request for clarification pertains to a specific section of this guidance document, please reference the section and page number. A list of written questions and answers will be available for review at <https://goevin.com/programs-and-incentives/>.

GOEVIN reserves the right to amend this guidance at any time through an addendum. If the addendum is issued after the closing date for receipt of applications, GOEVIN may, in its sole discretion, allow applicants to amend their project applications in response to the addendum, if necessary.

Appendix A

	Direct-Current Fast Charge (DCFC) Sites	Level 2 (L2) Sites
Site Requirements		
Located no more than one (1) road mile off roadways listed in Appendix B of this document. Exceptions may be considered on a case-by-case basis provided the need for these exceptions are clearly documented and supported.	•	
Publicly visible, accessible, and available to drivers for charging (24 hours a day, 7 days a week).	•	
Sites must provide a safe, well-lighted area for users.	•	•
Paved parking spaces to allow the maximum capacity of EVs to be charged simultaneously.	•	•
Appropriate signage on-site for drivers to locate charging station from the site entrance.	•	•
Clear signage and pavement stenciling that states the location is for “Electric Vehicle Charging Only”.	•	•
Equipment Requirements		
DCFC site rated at a minimum of 200kW. This can be accomplished by pairing two (2) 100kW stations in such a manner that one (1) vehicle can obtain a	•	

minimum of 200kW charging level, but the equipment will also charge two (2) vehicles separately at a minimum of 100kW (Minimum 2 Ports, each port capable output minimum of 100 kW) ~For any project that goes beyond the 2 ports minimum, the GOEVIN program may consider additional funding.		
Each DCFC location offers either or both NACS (North American Charging Standard) and SAE Combo/CCS (Combo Charging System) compatible Connectors.	•	
Each Level 2 charger offers a J1772 compatible connector (Minimum 2 Ports, each port capable output minimum of 7.2 kW).		•
Charging equipment must be certified through the Nationally Recognized Testing Laboratory (NRTL) program to demonstrate compliance with appropriate product safety test standards.	•	•
Charging enclosure must be constructed for use outdoors in accordance with UL50, Standard for Enclosures for Electrical Equipment, NEMA, Type 3R exterior enclosure or equivalent.	•	•
Energy Star Certified - https://www.energystar.gov/products/ev_chargers		•
A cord management system or method to eliminate potential for cable entanglement, user injury and connector damage from lying on the ground.	•	•
PAYMENTS, PRICING, & DATA REQUIREMENTS		
Universal payment system allowing multiple payment methods to be used by EV drivers.	•	•
Real-time pricing information displayed on the device or payment screen.	•	
Utilization of OCPP 2.0 or newer.	•	
Equipment is networked by Wi-Fi or cellular connection and network hardware and software is maintained with the capability for: remote diagnostics, remote start of the equipment, collecting and reporting usage data, processing payments, and tracking usage by the kilowatt-hour.	•	•
Annual site utilization data collection.	•	•
SPONSOR/VENDOR REQUIREMENTS		
Make every effort to educate the general public of the existence of the new charging site including registering the site on a station locator.	•	•



Customer service support is available by telephone 24 hours a day and 7 days a week and is clearly posted to assist customers with difficulties accessing or operating the equipment.	•	
Customer service support is available by telephone from 6am to 6pm, Monday through Saturday and is clearly posted to assist customers with difficulties accessing or operating the equipment.		•
Site development, project installation, and maintenance shall comply with all applicable laws, ordinances, regulations, and standards, including, but not limited to, the Americans with Disabilities Act (ADA).	•	•
Equipment has at least a 5-year warranty with the option of additional ongoing maintenance and support with an uptime guarantee on the equipment of 95% or greater for the full lifetime of the charging station.	•	•
Should repair be necessary, chargers shall be fully operating within 72 hours of equipment issue/breakdown to ensure a 95% annual uptime guarantee.	•	
Grant GOEVIN Administrative Access for reporting functions.	•	•
GOEVIN Branding Inclusion.	•	•
EVITP Certification from Certified Electricians.	•	•

Appendix B – Alternative Fuel Corridors

