# Tennessee Electric Vehicle Infrastructure (TEVI)

FY 2025 Plan Update

U.S. Department of Transportation
Federal Highway Administration

1200 New Jersey Ave., SE
Washington, DC 20590

November 25, 2024

In Reply Refer To:
HEPN-30

Mr. Butch Eley
Commissioner
Tennessee Department of Transportation
505 Deaderick Street
Nashville, TN 37243

Subject: Approval of Tennessee Electric Vehicle Infrastructure Deployment Plan

Dear Commissioner Eley:

The Federal Highway Administration (FHWA) has completed the review of the Tennessee Electric Vehicle Infrastructure Deployment Plan required under the National Electric Vehicle Infrastructure (NEVI) Formula Program.[1] Based on the review and the recommendations provided by the Joint Office of Energy and Transportation (Joint Office), FHWA has determined that the Tennessee Electric Vehicle Infrastructure Deployment Plan is approved for implementation. With this approval, Fiscal Year 2025 funds are now available to Tennessee for obligation.

The FHWA and the Joint Office will follow up with States on specific opportunities for improvement in future year plans and will continue to provide technical assistance and guidance as States continue implementation.

A publicly accessible version of the Tennessee Electric Vehicle Infrastructure Deployment Plan should be posted to the Tennessee Department of Transportation's (DOT) website. This approval letter will be available on the FHWA website at https://www.fhwa.dot.gov/environment/nevi/ev_deployment_plans/ along with a link to the State DOT website.

[1] The NEVI program is authorized under the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (IIJA), (Pub. L. 117-58)

Thank you for putting the United States on a path to a nationwide network of EV chargers that can ensure a convenient, affordable, reliable, and equitable charging experience for all users.

Sincerely,

Emily Biondi

Emily Biondi
Associate Administrator
Office of Planning, Environment and Realty

cc: FHWA: HOA, HCC, HPL, HCF, Tennessee Division Office
Joint Office Director: Gabe Klein

**STATE OF TENNESSEE**
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**BUTCH ELEY**
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

**BILL LEE**
GOVERNOR

August 29, 2024

Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Ave. SE
Washington, DC 20590

Secretary Jennifer Granholm
U.S. Department of Energy
1000 Independence Ave. SW
Washington, DC 20585

RE: Tennessee's Electric Vehicle Infrastructure Plan Update

Mr. Buttigieg and Ms. Granholm,

On behalf of the State of Tennessee, I am providing you with a copy of the State's Electric Vehicle Infrastructure Plan Update. This Plan Update was jointly developed between the Tennessee Department of Transportation's Local Programs & Community Investment Division and the Tennessee Department of Environment and Conservation's Office of Energy Programs.

Tennessee has completed two years of Tennessee Electric Vehicle Infrastructure (TEVI) Program implementation under the NEVI Program. With the release of the State's first-round Notice of Funding Opportunity in August 2023, the issuance of 30 awards, and an upcoming second round solicitation expected to be released in Fall 2024, Tennessee is well positioned to build out the state's electrified alternative fuel corridors (AFCs), connecting EV travelers with a reliable and dependable network of EV charging infrastructure.

We look forward to continuing to utilize NEVI funds in Tennessee to continue to build the TEVI Program. Thank you again for this opportunity. If you have any questions, please feel free to contact me.

Sincerely,

Steve Allen (Aug 28, 2024 08:36 CDT)

Steve Allen, Director, Local Programs & Community Investments Division
Tennessee Department of Transportation

# Table of Contents

# List of Abbreviations and Acronyms

| Abbreviation | Meaning |
|---|---|
| **AADT** | Annual Average Daily Traffic |
| **ADA** | Americans with Disabilities Act |
| **AFC** | Alternative Fuel Corridors |
| **ARC** | Appalachian Regional Commission |
| **BIL** | Bipartisan Infrastructure Law |
| **CCS** | Combined charging system |
| **CISA** | Cybersecurity and Infrastructure Security Agency |
| **CNG** | Compressed Natural Gas |
| **CY** | Calendar Year |
| **DACs** | Disadvantaged communities |
| **DBE** | Disadvantaged Business Enterprise |
| **DCFC** | Direct current fast charging |
| **DET** | Drive Electric Tennessee |
| **DOE** | U.S. Department of Energy |
| **DOT** | U.S. Department of Transportation |
| **EJ** | Environmental Justice |
| **EMC** | Electric Membership Corporation |
| **EV** | Electric vehicle |
| **EVITP** | Electric Vehicle Infrastructure Training Program |
| **FAQs** | Frequently Asked Questions |
| **FAST Act** | Fixing America's Surface Transportation Act |
| **FFY** | Federal Fiscal Year |

| | |
|---|---|
| **FHWA** | Federal Highway Administration |
| **IAC** | Interagency Consultation Committee |
| **IIJA** | Infrastructure Investment and Jobs Act |
| **ITS** | Intelligent transportation system |
| **kWh** | Kilowatt-hour |
| **LEP** | Limited English Proficiency |
| **LPC** | Local power company |
| **MM** | Mile marker |
| **MPO** | Metropolitan Planning Organization |
| **NACS** | North American Charging Standard |
| **NEVI** | National Electric Vehicle Infrastructure |
| **O&M** | Operations and maintenance |
| **OMB** | Office of Management and Budget |
| **RFI** | Request for Information |
| **RPO** | Rural Planning Organization |
| **SBE** | Small Business Enterprise |
| **SE REVI** | Southeast Regional Electric Vehicle Information Exchange |
| **TCAT** | Tennessee College of Applied Technology |
| **TDEC OEP** | Tennessee Department of Environment and Conservation's Office of Energy Programs |
| **TDOT** | Tennessee Department of Transportation |
| **TEVI** | Tennessee Electric Vehicle Infrastructure |
| **TMCs** | Transportation Management Centers |
| **TVA** | Tennessee Valley Authority |
| **UT** | University of Tennessee |

# 1. Introduction

In November 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law. This law includes $7.5 billion in dedicated funding to help make electric vehicle (EV) charging infrastructure accessible to all Americans for local and long-distance trips. This funding includes a $5 billion National Electric Vehicle Infrastructure (NEVI) Formula Program to help states create a network of EV charging infrastructure along nationally designated Alternative Fuel Corridors (AFCs). The Tennessee Department of Transportation (TDOT) expects to receive approximately $88.3 million over 5 years (FY 2022-2026).

Initial NEVI Formula Program funds are directed to the Federal Highway Administration (FHWA) designated AFCs for EVs to support the build-out of a national network, particularly along the Interstate Highway System. The Fixing America's Surface Transportation (FAST) Act, passed in 2015, called on states to nominate AFCs along their major roadways for fuels including electricity, hydrogen, propane, and natural gas. Through previous nomination rounds, all major interstates, and a portion of US-64 in Tennessee have been designated as EV AFCs and are eligible for NEVI Program investments.

On September 29, 2023, FHWA approved Tennessee's 2023 Tennessee Electric Vehicle Infrastructure (TEVI) Program Plan,[1] which covered TEVI Program progress to date and plans for FY 2024. The TEVI Plan specifically outlined Tennessee's approach to planning, procuring, deploying, and administering NEVI Formula Program funding to fill EV charging infrastructure gaps and to fully build out Tennessee's EV AFCs, supporting a statewide network of safe, reliable, and equitable EV charging infrastructure.

Tennessee has prepared the FY 2025 TEVI Plan to fulfill the necessary obligations for the annual plan update mandated by the NEVI Formula Program. To secure the annual funds allocated by the NEVI Formula Program, Tennessee must submit an updated TEVI Plan each year and obtain approval from FHWA for the release of the State's formula funds for the upcoming fiscal year. The FY 2025 TEVI Plan adheres to the NEVI plan update template provided by the Joint Office of Energy and Transportation (Joint Office) on June 11, 2024.

Ahead of the State's release of its Round 1 of competitive funding under the TEVI Program, Tennessee developed an interactive statewide evaluation zone map to identify gaps along the State's electrified AFCs. Tennessee designed the statewide map utilizing existing electric fast charging sites that met minimum requirements under the NEVI Program including being located within 1 mile of the interstate exit, at least four (4) fast charging ports, and capable of the minimum power requirements. As a result, Tennessee initially identified 32 evaluation zones for inclusion in Round 1 of statewide competitive funding under the TEVI Program.

[1] 2023 TEVI Plan Update (tn.gov)

Following the evaluation zone map development, Tennessee successfully administered its first competitive Notice of Funding Opportunity (NOFO) process during FY 2024 under the TEVI Program. Through the competitive NOFO process, TDOT received, evaluated, and scored projects within evaluation zones along Tennessee's AFC network statewide to award NEVI Formula Program funding. During the NOFO evaluation process, one gap area was eliminated as the result of a fast charging station installation along Tennessee's AFC. TDOT issued contingent awards for EV charging infrastructure projects at 30 gap areas along Tennessee's AFCs, bolstering Tennessee's position as a leading State in EV charging infrastructure deployment.

Throughout 2023 and 2024, Tennessee has made significant progress in line with expectations outlined in the approved 2023 TEVI Plan. **Table 1** summarizes updates and modifications made to the previous TEVI Plan.

**Table 1: FY2025 Plan Update Outline**

| Number | Chapter | FY 2025 Plan Update Summary |
|---|---|---|
| 1. | **Introduction** | Summary of FY 2025 TEVI Plan section updates |
| 2. | **State Agency Coordination** | No significant change |
| 3. | **Public Engagement** | Addition of 2023-2024 Community Engagement Outcomes Report per FY 2025 NEVI Plan Template |
| 4. | **Plan Vision and Goals** | No significant change |
| 5. | **Contracting** | Addition of information on TEVI Program Round 1 NOFO and awards, and preliminary plans for Round 2 |
| 6. | **Civil Rights** | No significant change |
| 7. | **Existing and Future Condition Analysis** | Updates to mapping of upgradable NEVI-creditable EV charging infrastructure |
| 8. | **EV Charging Infrastructure Deployment** | Update on how the TEVI Program will deploy EV charging infrastructure to achieve the fully built-out designation |
| 9. | **Implementation** | No significant change |
| 10. | **Equity Considerations** | Updated based on TEVI Program engagement in DACs and Round 1 funding distribution in DACs |
| 11. | **Labor and Workforce Considerations** | Updated to include information on workforce development planning |
| 12. | **Physical Security & Cybersecurity** | Updated to include information about the TEVI Program's development of a cybersecurity approach and plan template |
| 13. | **Program Evaluation** | No significant change |
| 14. | **Discretionary Exceptions** | No significant change |
| 15. | **Appendix A: Supporting Materials** | Updated table of existing EV Fast Charging Infrastructure in Tennessee Utilized to in Round 1 Program Design |

# 2. State Agency Coordination

The TEVI Working Group, comprised of staff from TDOT, the Tennessee Department of Environment and Conservation (TDEC), and Federal Highway Tennessee (FHWA TN), has continued to meet at least weekly to plan for Tennessee's deployment of EV charging infrastructure throughout the State. The Working Group collaborates around stakeholder engagement, programmatic planning, and strategic growth of the TEVI Program.

### Maximizing Opportunities to Utilize U.S.-made EV Supply Equipment

The Tennessee Valley Authority (TVA) released a Request for Information (RFI) on April 7, 2021, to establish minimum technical specifications for equipment and operations under forthcoming EV fast charging funding solicitations. Responses to the RFI were used to create a list of providers offering direct current fast charging (DCFC) supply equipment; operating network back-end options; and related TEVI Program support services. Future subrecipients and/or contractors of the Fast Charge TN Network and TEVI Programs will be able to reference this list of providers when building a DCFC network along major travel corridors over the next several years. The RFI was also used to try to identify FHWA Buy America compliant DCFCte infrastructure.

Following the passage of the IIJA, several EV charging infrastructure vendors have made public announcements regarding plans to manufacture FHWA Buy America compliant equipment within the U.S. In February 2022, the White House issued a Fact Sheet[2], which highlighted a new EV charger manufacturing facility in Tennessee that is projected to manufacture 30,000 Buy America-compliant DCFCs annually. Under the NEVI Program, the Working Group will support project compliance with all applicable Buy America requirements and will maximize opportunities to utilize U.S.-made EV charging infrastructure equipment.

### Memoranda of Understanding (MOU) with Other Agencies

Tennessee does not have formal MOUs with its peer state agencies, however, the TEVI Working Group represents a continuing partnership between TDOT and TDEC on NEVI planning, implementation, and administration processes. TDOT also maintains an ongoing collaboration with neighboring state departments of transportation to coordinate and place NEVI-compliant EV charging infrastructure. In addition, TDOT has supported non-neighboring state collaboration and coordination around other NEVI-related topics including workforce development and cybersecurity.

### Interagency Working Group(s)

TDOT and TDEC have worked collectively and collaboratively via the TEVI Working Group since the approval of the initial TEVI Plan in September of 2022, meeting at least weekly to share information, facilitate decision-making, and ultimately implement the TEVI Program. The TEVI

[2] White House Fact Sheet, February 2022

Working Group has also grown to include weekly meeting participation and program collaboration from the Tennessee Federal Highway (TN FHWA) Division.

### Neighboring State Agency Coordination

Tennessee actively collaborates with neighboring states around NEVI planning to ensure cohesive mapping, termini alignment, and programmatic implementation. This partnership aims to create a seamless and efficient EV charging network across state lines. By continuing to work together, Tennessee and its neighboring states strive to support a strong, equitable, and reliable EV charging infrastructure network, enhancing accessibility and sustainability in transportation across the region.

## 3. Public Engagement

The TEVI Plan developed in 2023 served as a model for the public engagement approach for the TEVI Working Group. Over the last year, Tennessee has engaged with the public, planning organizations, community groups, educational institutions, utilities, and industry partners to inform the continued development and deployment of the TEVI Program.

### Community Engagement Outcomes Report

The TEVI Program has worked to comply with the community engagement outcomes report requirement outlined in 23 CFR 680.112 by strategically conducting a series of public-facing meetings, calls, and events throughout the State of Tennessee to engage with a diverse group of stakeholders and decision-makers and to develop an inclusive TEVI Program. The information gathered from the community engagement activities has helped further refine the TEVI Program and shape the development of the TEVI competitive funding approach.

### Stakeholder Engagement

The TEVI Working Group also shared information about the TEVI Program at 19 stakeholder events both throughout the state and virtually between August 2023 and July 2024. The events served to educate and engage community and industry stakeholders, as described in **Table 2** and shown in **Figure 1.**

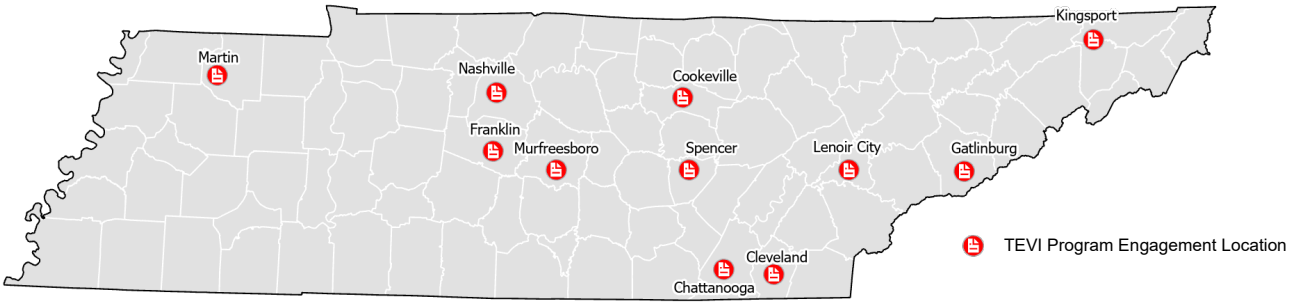
**Table 2: TEVI Engagement**

| Date | Location | Type | Attendees | Group(s) Reached |
|---|---|---|---|---|
| 8/17/2023 | Chattanooga, TN | TVPPA Engineering, Operations, and Technology Conference | 300 | Utilities, stakeholders, practitioners |
| 8/21/2023 | Virtual | TEVI NOFO Informational Webinar | 73 | Interested parties |

| Date | Location | Type | Attendees | Group(s) Reached |
|---|---|---|---|---|
| 8/24/2023 | Gatlinburg, TN | Tennessee Chamber of Commerce and Industry's Environment, Energy & Recycling Conference | 25 | Local governments, chambers of commerce, and industry consultants |
| 8/29/2023 | Franklin, TN | TDOT Small Business Enterprise Annual Meeting | 60 | Disadvantaged and minority-owned business owners, industry consultants, and contractors |
| 10/4/2023 | New York Marriott Downtown, New York, NY | 5th Annual Conference on EV Charging Infrastructure US | 100 | EV stakeholders |
| 10/24/2023 | Kingsport, TN | Tennessee Environmental Conference: Sustainable Solutions Symposium | 50 | Environmental professionals, local leaders, and decision-makers |
| 12/5/2023 – 12/6/2023 | Nashville, TN | Tennessee Smart Mobility Expo | 385 | Local government leaders, business and industry consultants, and non-profits |
| 1/31/2024 | Cleveland, TN | Electric Mobility Innovations Conference | 40 | Higher education institutions, industry partners, and local governments |
| 2/6/2024 | Virtual | TEVI Program Awardee Webinar | 33 | TEVI Program Awardees |
| 2/22/2024 | Martin, TN | Northwest Tennessee Electric Vehicle Day | 60 | Local governments, local power companies, school districts, rural planning organizations, development districts |
| 3/1/2024 | Fall Creek Falls Lodge, Spencer, TN | TN Annual Rural Planning Organization Conference | 30 | RPO Coordinators |
| 3/5/2024 | Virtual | Society of Automotive Engineers EV Charging Infrastructure Conference | 160 | Automotive engineers, OEMs |
| 3/5/2024 | Virtual | TennSMART Virtual EV Charging Infrastructure Event | 53 | Stakeholders, community members, practitioners |

| Date | Location | Type | Attendees | Group(s) Reached |
|---|---|---|---|---|
| 3/28/2024 | Lenoir City, TN | Tennessee Electrification Leadership Summit | 75 | Local power companies, utilities, local government, and industry partners |
| 4/10/2024 | Cookeville, TN | Upper Cumberland Development District - Federal Transportation Grants Workshop | 40 | Mayors, stakeholders, community members, RPO and Development District Staff |
| 5/9/2024 | Murfreesboro, TN | Drive Electric Tennessee Momentum Summit | 100 | Automotive engineers and OEMs |
| 5/10/2024 | Nashville, TN - Tech Hill Commons | ASHE Technical Seminar | 30 | Highway Engineers |
| 5/10/2024 | Virtual | NADO - Rural EV Infrastructure Virtual Peer Exchange | 200 | Mayors, stakeholders, community members, RPO and Development District Staff |
| 5/15/2024 – 5/17/2024 | Chattanooga, TN | Tennessee Environmental Network Show of the South | 40 | Local governments, business and industry consultants, and non-profits |

**Figure 1: TEVI Engagement Location Map**




***Feedback Outcomes***: The TEVI Working Group was able to educate stakeholders about EV charging infrastructure and inform participants about the TEVI Program and other funding opportunities in Tennessee. Stakeholders confirmed TDOT's Round 1 of Programmatic awards provided sufficient coverage of Tennessee's advertised AFC gap areas.

***Use of Input in Plan Update:*** TDOT has reflected on this input and will utilize feedback to inform the second TEVI NOFO to ensure that EV charging infrastructure that is funded best reflects NEVI Program requirements, TDOT goals, and stakeholder needs.

### Site-Specific Public Engagement

Following the release of the TEVI Program's Round 1 competitive NOFO on August 7, 2023, the TEVI Working Group conducted public outreach and engagement for prospective site-specific applicants in the TEVI Program including:

- **TEVI Program NOFO Release Webinar**: On August 23, 2023, two weeks following the public release of the TEVI Round 1 NOFO, TDOT and TDEC hosted a public webinar to inform and educate prospective applicants about the NOFO process, application packet, evaluation zones, and guidance materials developed to support a comprehensive application approach.
- **Program Questions and Answers (Q&A) Resource**: TDOT hosted a Q&A resource on the TEVI website, and updated it weekly based on questions received by the general public and prospective applicants for funding under the TEVI Program.

At the conclusion of the application period for Round 1 funding, and subsequent to Round 1 award selections, the TEVI Working Group remained committed to involvement around site-specific engagement through:

- **Round 1 Award Announcements**: TDOT issued a press release, sharing site-specific award information on January 31, 2024. The general public was invited to utilize an interactive map[3] with clickable details about each awarded project site.
- **Awardee Webinar**: TDOT and TDEC hosted an awardee webinar on February 6, 2024, to engage with awarded entities around TEVI Program processes, procedures, and to provide a timeline for Round 1 projects.

***Feedback Outcomes***: TDOT's outreach around Round 1 funding resulted in 167 applications for funding under the TEVI Program, with applications submitted in 30 evaluation zones.

***Use of Input in Plan Update:*** TDOT's engagement approach around the Round 1 competitive NOFO and subsequent public feedback will help inform the planning and process development for Round 2.

### Website Engagement

TDOT, with support from the TEVI Working Group, continues to manage, monitor, and update a publicly accessible website[4] to provide up-to-date information on the TEVI Program and drive public outreach efforts. The website includes background information about the NEVI Formula Program, a map of Tennessee's designated AFCs, and key stakeholders involved in transportation electrification in Tennessee.

[3] Tennessee NEVI - Anticipated Funding (arcgis.com)
[4] Tennessee Electric Vehicle Infrastructure (TEVI) (tn.gov)

The TEVI website is also home to an online partnering form for entities and individuals interested in participating in the build-out of EV charging infrastructure along TDOT's designated AFCs as a part of the TEVI Program. Both the form and results are published on the website, enabling community involvement and interaction around EV charging infrastructure in Tennessee.

In August 2023, TDOT posted its Round 1 NOFO on the TEVI website along with the NOFO Application Packet, and a TEVI Program Guidance Document. The TEVI Program Guidance document is to be used as a supplemental resource to applicants as they continue to apply for funding under the TEVI Program.

In early 2024, TDOT posted the Round 1 award announcement, inclusive of the awardee map, press release, and list of awardees to the TEVI website to notify the public of project selections. TDOT also posted an anticipated timeline for Round 1 awards to engage and inform the public about the implementation and deployment process.

***Outcome***: The general TEVI website received 9,879 page views between August 2023 and July 2024, confirming the approach to publicly post an easily accessible NOFO has helped support engagement, partnering interactions, and TEVI Program applicants. As a result of the continued engagement around the partnering survey posted on the TEVI website, 131 entities have indicated interest in providing services and 102 entities indicated the need for service providers to support EV charging infrastructure projects under the TEVI Program.

### Listserv Engagement

TDOT supported TDEC's continued engagement through its listserv to connect interested entities with real-time updates to the TEVI Program. The listserv provides access to TEVI Program information releases, updates, and progress toward implementation.

***Feedback Outcomes***: The listserv currently has 849 subscribers, reaching communities across the State and serving as a communications channel to provide up-to-date news and TEVI Program updates to interested entities.

***Plan Update Input:*** The TEVI Program's listserv will continue to provide a strong communications channel for all TEVI Program activities, including serving as a main platform to announce the NOFO releases as well as to spread information and recruit attendees for all future TEVI Program events.

### Media Engagement

Following the approval of the TEVI Program Plan in September 2023, and the Round 1 NOFO release, Tennessee received recognition from local, state, and national media sources, providing visibility to the Program. **Table 3** describes the TEVI Program media coverage from August 2023 through August 2024.

**Table 3: TEVI Program Media Coverage**

| Date | Media Outlet | TEVI Program Media Coverage |
|---|---|---|
| 8/14/2023 | FreeWire Technologies | Tennessee EV Charging Incentives are Open |
| 9/6/2023 | Clean Energy.org | Report Shows in the Southeast, Electric Vehicles are Economic Development Engines |
| 9/8/2023 | National League of Cities (NLC) | Now Open! Cities Ready for Infrastructure Partners |
| 10/3/2023 | Environmental and Energy Study | Tracking Electric Vehicle Investments in the Infrastructure Investment and Jobs Act and Inflation Reduction Act |
| 11/17/2023 | Knoxville News Sentinel | Knoxville will be able to expand its electric car fleet with 30 new EV charging stations |
| 11/22/2023 | Livability | Electric Vehicles: Charging Forward in Tennessee |
| 11/24/2023 | AMPECO | Exploring EV Charging Incentives in Tennessee |
| 11/25/2023 | Freight Waves | EV investments ramp up across the American South |
| 12/2/2023 | News Channel 5 Nashville | Emergency battery: Nashville one of 16 pilot cities for AAA mobile EV charging |
| 12/6/2023 | Knoxville News Sentinel | Pilot, General Motors debut EV Charging station in Knoxville |
| 1/31/2024 | The Banner | Tennessee Announces Awards for Statewide Electric Vehicle Charging Stations |
| 1/31/2024 | WPLN News | TN Adding more electric vehicle charging stations across state after getting federal funds |
| 1/31/2024 | Chattanooga Times Free Press | Tennessee awards $21 million grant for 30 EV charging stations |
| 1/31/2024 | Roane County News | Federal funding pays for charging stations across the state |
| 1/31/2024 | WJHL | Grant to help fund three new EV fast charge stations in Northeast Tennessee |
| 2/2/2024 | Transportation Today | Tennessee awards $21M for EV charging stations |
| 2/3/2024 | Radio 7 Media | Grant Will Provide EV Charging Station At New Prospect Market |
| 2/5/2024 | Electrec | Waffle House is getting NEVI DC fast chargers in Tennessee |
| 2/5/2024 | Autobody News | EnviroSpark to Build EV Fast Chargers at Tennessee Waffle House |

| Date | Media Outlet | TEVI Program Media Coverage |
|---|---|---|
| 2/5/2024 | GlobeNewswire | Tritium Customers Win Largest Share of Round 1 Tennessee NEVI Program |
| 2/5/2024 | Thunder Radio | Tennessee Announces Awards for Statewide Electric Vehicle Charging Stations |
| 2/6/2024 | Fast Company | A Waffle House in Tennessee is about to get EV chargers in its parking lot |
| 2/7/2024 | Electrive | Tritium to Install 48 fast chargers in Tennessee |
| 2/7/2024 | Elk Valley Times | Federal funding to pay for electric charging station in Fayetteville |
| 2/9/2024 | Main Street Media of Tennessee | Lawrence Receives EV Charging Station Grant |
| 2/20/2024 | EnergyWire | Musk's Tesla enters the mainstream as it embraces Biden's EV charger money |
| 3/5/2024 | Fort Worth Star-Telegram | Universal EV Chargers Secures Major Federal Funding Boost for Tennessee's Electric Vehicle Infrastructure |
| 3/11/2024 | Smokey Barn News | Springfield Installs Electric Vehicle (EV) Fast Charging Station |
| 3/23/2024 | Baker Donelson | Privacy and Cybersecurity Standards for NEVI Funded EV Charging Station Projects |
| 4/19/2024 | The Business Download | Tennessee is Getting Charged Up over Electric Vehicle Growth |
| 4/23/2024 | News Channel 11 | Electric vehicle fast-chargers installed on Cherry Street in Johnson City |
| 4/24/2024 | CleanTechnica | Now 1 EV Fast Charging Station for Every 15 Gas Stations in USA |
| 4/25/2024 | The Tennessean | Middle Tennessee City Unveils Electric Vehicle Fast-Charging Station |
| 5/3/2024 | The EV Report | EnviroSpark Gains $50M for EV Expansion |

***Feedback Outcomes***: National, state, and local media coverage has resulted in a greater understanding from communities, locals, industry partners, and the general public, providing TEVI Program awareness, public engagement, and relationship and partnership-building opportunities.

***Plan Update Input:*** Additionally, media coverage has garnered additional engagement throughout the state as well as nationally from applicants for TEVI funding.

### Tribal Engagement

Tennessee does not currently have federally recognized Native American tribes within its state boundaries. As a result, no Tribal engagement has taken place.

### Utility Engagement

The TEVI Program has continued to coordinate and engage with electric utility providers throughout the State of Tennessee. TDOT and TDEC coordinated with local utilities during the development of the TEVI Application Packet, which resulted in a "utility coordination template." The "utility coordination template" provides information about power needs for each site while providing applicants with an estimated cost for necessary utility upgrades at the proposed project site. Following the initial Round 1 release of the template, TDOT and TDEC met with local utilities to get feedback on the form content.

***Feedback Outcomes***: The feedback and information gathered from Tennessee electric utility providers informed the Round 1 application by including a "utility coordination template" and the post-application coordination feedback will be incorporated into future rounds of competitive procurements under the TEVI Program. The template allows for proper coordination and planning with site-specific utilities throughout the State.

***Use of Input in Plan Update:*** Utility feedback helped to refine the information within the form to ensure it was efficient for utility partners and provided helpful information during application reviews.

### National Pilot Group Engagement

The TEVI Working Group participated in the NEVI EV-ChART Pilot Group initiative, supporting the Joint Office during both national coordination calls, and 1:1 state-specific pilot tool demonstration and feedback meetings.

***Feedback Outcomes***: TDOT's active participation in the EV-ChART Pilot initiative has informed the development of contractual reporting language for awardees under the TEVI Program.

***Use of Input in Plan Update:*** Participation in the Pilot informed language that was included in the Round 1 Awardee contracts and aided in TDOT's approach in explaining requirements to Awardees.

### Ongoing Stakeholder Engagement

TDOT looks forward to ongoing public engagement on a variety of topics, including future AFC designations, upcoming NOFO rounds, and regional and local EV charging needs and priorities related to equity, public transportation, freight, and other supply chain needs. Annual updates to the TEVI Plan will continue to feature Community Engagement Outcome reports and plans for the next fiscal year's engagement.

## 4. Plan Vision and Goals

The Vision and Goals for the TEVI Program have largely remained unchanged since the approval of the initial Plan in September 2022, and the approval of the updated plan in September 2023. The TEVI Deployment Plan outlines a multi-year infrastructure development strategy that will

enable current and future drivers of EVs to confidently travel from one end of the state to the other.

## TEVI Program Vision

The vision for the TEVI Program is to develop a safe, convenient, accessible, reliable, and equitable EV charging network that promotes the State's economic vitality and environmental stewardship while improving EV "range confidence" and supporting EV adoption throughout Tennessee. Greater adoption of EVs, which have zero tailpipe emissions and leverage TVA's clean electricity generation mix,[5] will provide many benefits for Tennesseans as they can play a significant role in reducing transportation-related emissions, improving air quality, and increasing the transportation sector's efficiency and resiliency. The development of a NEVI-compliant statewide EV charging network will expand the accessibility of critical light-duty EV charging for all Tennesseans and regional travelers. These fast chargers will be available from high-density markets in urban areas to underserved markets in rural or economically distressed areas.

## High-Level Goals

A detailed summary of the TEVI Program's high-level goals is described in **Table 4**.

**Table 4: TEVI Program Goals**

| Goal | Description |
|---|---|
| Complement existing/planned infrastructure | NEVI-funded infrastructure will complement existing and planned infrastructure, minimizing duplication but adding redundancy where needed for higher EV charger utilization. |
| Upgrade existing infrastructure to maximize NEVI funding impact | Evaluate and upgrade existing EV charging sites to meet NEVI specifications, prioritizing designated corridors for efficient build-out and unlocking remaining funds for alternate sites. |
| Future-proof infrastructure sites | Develop charging infrastructure sites with future expansion in mind to minimize costs, including electrical distribution equipment and support for higher-powered charging in the future. |
| Accommodate multiple vehicle types/sizes | Design charging infrastructure sites to accommodate various vehicle types, including medium and heavy-duty vehicles, and consider pull-through spaces for larger vehicles or trailers. |
| Promote multimodal accessibility | Select or develop locations that encourage easy access to amenities and promote multimodal transportation alternatives like walking, biking, and transit use. |
| Standardization | Provide consistent charging experience across the network with adequate lighting, signage, and reporting instructions. Consider cable length to accommodate diverse EV charge port locations. |
| Contribute to a cohesive regional network | Coordinate with neighboring states to ensure infrastructure near state lines complements existing or planned infrastructure along the same corridor. |

[5] TVA provides electricity to 99.7% of the service territory in Tennessee: https://www.tva.com/

| Goal | Description |
|---|---|
| Ensure ongoing operation and maintenance | Incorporate infrastructure operation and maintenance obligations into contracts, monitor compliance, and ensure chargers meet demand from travelers. |
| Maximize job creation and workforce development opportunities | Engage labor and workforce entities to implement strategies that expand job opportunities, improve labor standards, and develop an equitable and diverse workforce. |
| Drive awareness through education and outreach | Develop engagement materials, signage, and campaigns to educate the public on charger locations, good charging habits, and equipment capability. Leverage social media and workshops to gather feedback and improve the network. |
| Evaluation of utilization data for future development | Gather charger utilization data to inform adjustments and future expansion of the infrastructure network, benefiting stakeholders in the EV charging infrastructure space. |
| Minimize cybersecurity risks | Require subrecipients to comply with cybersecurity requirements, protecting consumer data and personally identifiable information. |

## Timeline

Since the approval of the TEVI Plan update in September of 2023, TDOT and TDEC have made notable progress through the implementation phases of the TEVI Program. This includes significant, continued stakeholder engagement, TEVI Working Group meetings to plan TEVI Program implementation, and a successful Round 1 NOFO process to award applicants NEVI Formula Program funding for EV charging infrastructure deployment.

The TEVI Program will continue to make progress towards its ultimate goals of achieving fully built-out certification for Tennessee's AFCs from USDOT as well as building an EV charging network that is safe, convenient, accessible, reliable, and equitable for EV motorists and fleets across the State. **Figure 2** outlines the TEVI Program timeline over the next fiscal year.

**Figure 2**: **TEVI Program FY23-FY25 Timeline**


## Outcome-Oriented Goal with Quantified Target

- TEVI Round 2 Awards issued, with Award Agreements fully executed by the end of FY 2025.
- 100% of Tennessee EV AFCs fully built out to NEVI Formula Program requirements by 2026.

# 5. Contracting

TDOT's top priority under the TEVI Program remains the efficient and effective programmatic implementation and distribution of NEVI funding to build out Tennessee's electrified transportation infrastructure system. Tennessee has made substantial progress toward implementing NEVI funding. Significant progress has been made since the FY 2024 TEVI Plan approval including:

- Designed and Developed Round 1 Competitive NOFO
- Advertised Competitive NOFO
- Reviewed, Evaluated, and Scored Applications for Funding
- Announced Contingent Awards
- Hosted an Awardee Webinar
- Developed and Issued Award Contracts to Contingent Awardees

Due to the nature of the NEVI Program, which allows states to contract with private entities for the installation, operation, and maintenance of EV infrastructure on private property, TDOT faced state-specific statutory constraints in procurement and contracting. As a result, TDOT determined the best approach for a competitive procurement was to issue a NOFO to award grants for EV charging projects throughout the state. TDOT requested and secured Special Experimental Projects 14 (SEP-14) approval for its Round 1 of competitive funding to support grant projects administered under Round 1. **Table 5** provides a high-level summary of contracting to date, with more detailed information included throughout this section. As of the date of this plan submission, TDOT has not executed any of the Round 1 contracts but expects to have them finalized by early fall 2024.

**Table 5: TEVI Program Contracting Summary**

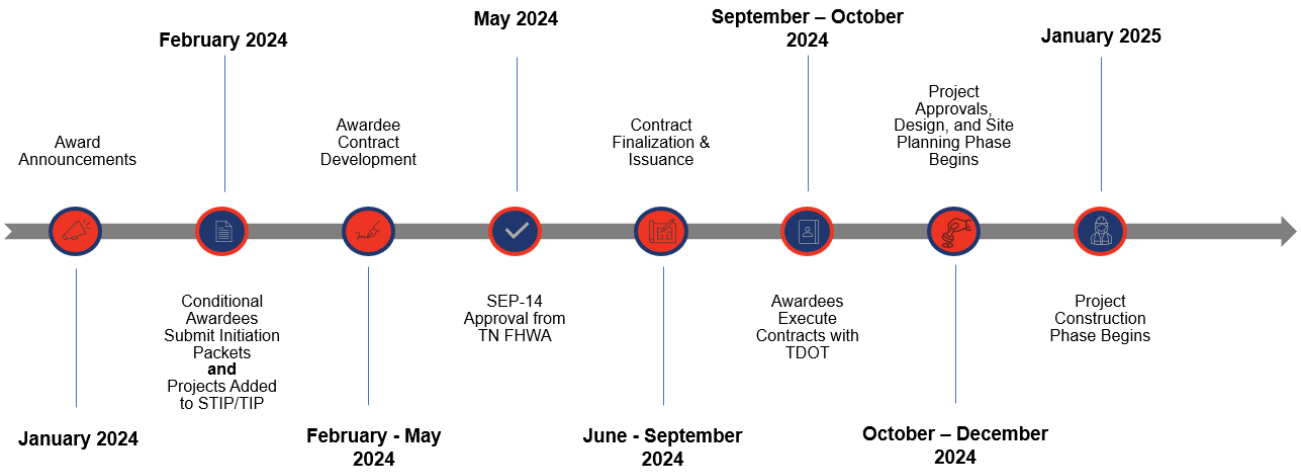
| Round of Contracting | Number of Applications Received | Contract Type | Date Solicitation Released | Date Solicitation Closed | Date of Award |
|---|---|---|---|---|---|
| Round 1 | 167 | Grant | 8/7/2023 | 11/1/2023 | 1/31/2024 |
| Round 2 | - | Grant | Fall 2024 | - | - |

### Status of Round 1 Contracting Process

Thirty-one locations were identified for the Round 1 of TEVI Program funding to fill gaps along the state's designated AFC's. Through the first competitive NOFO solicitation, 167 applications were received from 23 unique applicants, from both public and private entities. Ten applicants were contingently awarded contracts to establish 30 new charging locations throughout the state. TDOT has been and will continue to facilitate Round 1 awards through contracting,

environmental clearances, equipment procurement, and the initiation of construction throughout 2024 and into 2025 as detailed in **Figure 3**.

**Figure 3 TEVI Program Round 1 Anticipated Timeline**




***TEVI Program Design and Mapping***: TDOT designed and built its TEVI Program evaluation zone map by referencing existing electric fast charging sites that met NEVI minimum requirements, to determine existing gaps in the AFCs. Eleven existing fast charging sites were identified along the designated AFCs, which were utilized to measure and map remaining gap areas  The mapping exercise produced 32 evaluation zones; eligible  exits were identified within those zones and a 1-mile buffer was created to clearly identify areas that were eligible for Round 1 TEVI Program funding.

***NOFO Development***: TDOT's application packet was developed by the TEVI Working Group and interagency partners including TDOT legal, environmental, procurement, and construction divisions. The packet was designed in accordance with State statutes and in compliance with acceptable methods of State contracting typically used by TDOT for non-Federally-assisted procurements. The packet was developed in alignment with the State of Tennessee Chapter 0690-03-01, Comprehensive Rules and Regulations of The Central Procurement Office.

***NOFO Advertisement***: On August 7, 2023, TDOT advertised a competitive NOFO. The NOFO included an application packet and a guidance document to solicit applications for grant funding under the TEVI Program. The TEVI NOFO was open to the public and was designed to allow for the widest possible range of eligible applicants, including both public and private entities, as well as all segments of the EV charging station market, including site hosts, EV charging station companies, and other third-party businesses. As defined by the NOFO, the grant program accepted applications from eligible entities, which included:

- Corporations, partnerships, companies, or nonprofit organizations that are authorized to do business in the State of Tennessee.
- Local power companies or other utilities in the State of Tennessee.
- Governmental entities, including local governments or higher education institutions.
- Tribal organizations (as defined in Title 25 US Code Section 5304 (l)).

The NOFO was published on the TEVI Program website, a press release was issued and subsequently carried on several media channels, and coordinating agencies supported the release by cross-posting information about the funding opportunity. TDOT hosted an informational webinar, that was advertised and made open to the public, on August 21, 2023, to guide interested applicants through the application process and to answer questions about the application process. An FAQ resource was hosted on the TEVI website, and was updated weekly based on questions received about the NOFO and the TEVI Program. TDOT developed a partnering form for entities and individuals interested in partnering and participating in the build-out of EV charging infrastructure in Tennessee. The form was initially designed and continues to serve as a resource to connect industry partners, community members, local leaders, and individuals in need of support around EV charging infrastructure deployment throughout the state.

### Scoring Methodologies Utilized

A scoring rubric was designed, based on the evaluation criteria in **Table 6,** to evaluate and score project applications based on a series of considerations including cost, team qualifications, and strength of project specifications. All applications were competitively evaluated and quantitatively scored following standard TDOT precedents and practices. Applications were scored on responsiveness to the questions in the application. In the scoring process, 70% of the total score was based on technical criteria including project site amenities, future-proofing and project innovation, Justice40, long-term stewardship, project site readiness, team experience, safety (physical and cyber), and workforce development. The remaining 30% of the total score was based on the cost-effectiveness of the proposed budget. The competitive evaluation and scoring process was completed by an independent team of 18 State employees, comprised of 14 TDOT staff members and four staff members from TDEC. Following evaluation and scoring by the evaluation committee, contingent award recommendations were presented to TDOT leadership and approved by the TDOT Commissioner.

**Table 6: TEVI Program NOFO Evaluation Criteria**

| Category | Description | Points Possible | Responsiveness Criteria |
|---|---|---|---|
| **Amenities** | Project site location maximizes the number of amenities accessible on-site or within safe walking range. | 20 | Includes amenities for users of EV charging infrastructure including, but not limited to, 24/7 public restrooms, dine-in restaurants, and convenience stores. |

| Category | Description | Points Possible | Responsiveness Criteria |
|---|---|---|---|
| **Future Proofing & Innovation** | Application incorporates design features that facilitate the needs of future EV motorists and commercial fleet operators. | 20 | Designed to accommodate future expansion with minimal cost. Including, but not limited to, pull-through charging design (for larger vehicles), higher power level per port, higher number of ports, and conduit for additional, future EV charging infrastructure locations. |
| **Justice40** | Application incorporates Justice40 program equity benefits. | 20 | Located in a Federally defined disadvantaged community (DAC) or that clearly outlines plans for including and/or benefiting DACs as defined by Justice40. |
| **Long-Term Stewardship** | Application outlines an effective plan for long-term stewardship | 15 | Application includes a 5-year operations and maintenance (O&M) plan and long-term stewardship strategy. |
| **Project Site Readiness** | Project site is readily able to receive environmental clearance, has existing or easily upgraded access to utility power, or is a site with existing EV charging station. | 20 | Low environmental impact, ready availability or low efforts required for sufficient electric power service, pre-planning work underway with local jurisdictions, and sites with existing EV charging infrastructure (only requiring an upgrade). |
| **Project Team Experience** | Project team includes individuals or entities experienced in EV charging infrastructure projects | 15 | Lead applicant has administered Federal projects, contractor has qualifications, and site host has experience operating and maintaining EV charging infrastructure. |
| **Safety (physical and cybersecurity)** | Application includes an effective plan for both cybersecurity and physical security | 20 | Application includes a detailed plan for addressing physical safety at the site, a clearly defined cybersecurity approach, and a cybersecurity plan framework. |
| **Workforce Development** | Application outlines a plan to support Tennessee's workforce development | 10 | Application includes a strategic, narrativized, approach for workforce development support around EV charging infrastructure deployment in Tennessee. |
| **Cost Proposal and Project Budget (30%)** | Application provides a detailed budget that is reasonable, sufficient, and cost-effective. | 60 | Application budget provides detail and justification, is reasonable, is sufficient to achieve the project, is cost-effective, and meets or exceeds the minimum non-federal cost share requirements. |
| **TOTAL POSSIBLE POINTS** | | **200 / 200** | |

## Equity and Justice40

Applications were carefully analyzed, evaluated, and scored based on the proposed project's approach toward equity and project-specific contributions to the Justice40 initiative. Applicants were asked to detail equity-focused plans and were given points based on the level of

engagement with equity-based activities. The evaluation committee performed a thorough review, using the Climate & Economic Justice Screening Tool[6] (CEJST) to determine if the project site was either located in or directly served a DAC, in an effort to maximize the TEVI Program's impact on the Justice40 initiative. The addition of points in this category resulted in 13 of the 30 awarded sites being located within a DAC.

## Round 1 Awarded Contracts

In January 2024, TDOT issued a press release announcing Round 1 TEVI Program awardees. **Table 7** details the awarded projects, including information on the TN AFC zone filled, applicant, location, federal funding amount, private share, and private share percent. TDOT requested a Special Experimental Project No. 14 (SEP-14) from FHWA to administer the TEVI Program as a grant program, and as a result, all of the awards will be issued as a grant and EV charging infrastructure is estimated to begin operation within 12-24 months of a successfully executed contract with the State of Tennessee. Additionally, **Figure 4** illustrates a statewide distribution map of the awards along Tennessee AFCs.

**Table 7 TEVI Program Round 1 Awarded Project Details**

| AFC Zone | Applicant | Location | Federal Funding | Private Share | Private Share % | Est. Date of Operation |
|---|---|---|---|---|---|---|
| 24A | Equilon Enterprises LLC dba Shell Oil Products US (Shell) | 2605 Highway 49 E Pleasant View, TN 37146 | $450,431 | $468,816 | 51% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 24B | Love's Travel Stops & Country Stores, Inc | 6137 Epps Mill Rd. Christiana, TN 37037 | $550,000 | $593,660 | 52% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 24C | Love's Travel Stops & Country Stores, Inc | 260 TVA Road Jasper, TN | $630,000 | $663,660 | 51% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 26A | BP Products North America Inc | 3211 S Roan St. Johnson City, TN 37601 | $636,580 | $344,205 | 35% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 26B | Energy Hunters | 2004 Temple Hill Rd. Erwin, TN 37650 | $580,459 | $265,586 | 31% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 40A | No Applications | N/A | N/A | N/A | N/A | N/A |
| 40B | Love's Travel Stops & Country Stores, Inc | 13820 US-641 N Holladay, TN 38341 | $600,000 | $618,660 | 51% | ~12-24 mo. from contract (Q3 25 – Q2 26) |

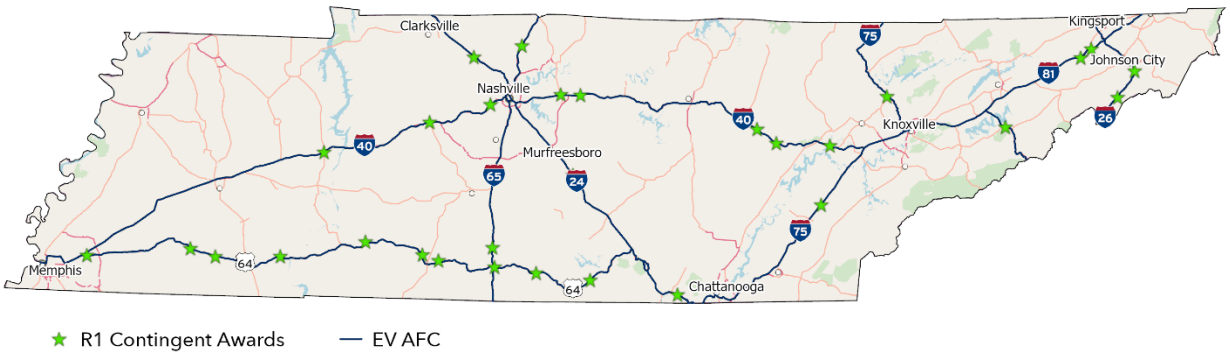
[6] https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5

| AFC Zone | Applicant | Location | Federal Funding | Private Share | Private Share % | Est. Date of Operation |
|---|---|---|---|---|---|---|
| 40C | Pilot Travel Centers LLC | 15559 Highway 13 South Hurricane Mills, TN 37078 | $611,994 | $301,430 | 33% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 40D | Equilon Enterprises LLC dba Shell Oil Products US (Shell) | 2331 Highway 46 S Dickson, TN 37055 | $446,807 | $465,045 | 51% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 40E | BP Products North America Inc | 7102 Charlotte Pike, Nashville, TN 37209 | $572,080 | $190,610 | 25% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 40F | BP Products North America Inc | 243 Highway 109 North Lebanon, TN 37090 | $572,080 | $190,610 | 25% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 40G | Universal EV LLC | 1210 Sparta Pike, Lebanon, TN 37087 | $607,559 | $272,961 | 31% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 40H | Pilot Travel Centers LLC | 2449 Genesis Road Crossville, TN 38571 | $590,346 | $309,411 | 34% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 40I | PowerUp America LLC | 35°54'12.4"N 84°52'37.7"W | $1,629,212 | $422,692 | 21% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 40J | Tesla, Inc. | 1000 LADD Landing Blvd, Kingston, TN 37763 | $861,015 | $215,254 | 20% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 40K | Love's Travel Stops & Country Stores, Inc | 1129 Smokey Mountain Lane, Newport, TN 37821 | $550,000 | $565,033 | 51% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 64A | EnviroSpark Energy Solutions Inc | 9780 US Highway 64, Lakeland, TN 38002 | $702,423 | $186,721 | 21% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 64B | Universal EV LLC | 1410 W Market St Bolivar, TN 38008 | $587,563 | $263,977 | 31% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 64C | PowerUp America LLC | 35°13'23.4"N 88°50'00.9"W | $1,359,770 | $352,787 | 21% | ~12-24 mo. from contract (Q3 25 – Q2 26) |

| AFC Zone | Applicant | Location | Federal Funding | Private Share | Private Share % | Est. Date of Operation |
|---|---|---|---|---|---|---|
| 64D | Universal EV LLC | 540 E Main St Adamsville, TN 38310 | $594,822 | $267,239 | 31% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 64E | PowerUp America LLC | 35°19'43.1"N 87°46'45.8"W | $1,423,238 | $369,254 | 21% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 64F | PowerUp America LLC | 35°15'32.3"N 87°22'37.4"W | $1,437,489 | $372,951 | 21% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 64G | Universal EV LLC | 4030 Pulaski Hwy Lawrenceburg, TN 38464 | $590,316 | $265,214 | 31% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 64H | Universal EV LLC | 2470 US-64 Pulaski, TN 38478 | $592,341 | $266,124 | 31% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 64I | Universal EV LLC | 706 Lewisburg Hwy Fayetteville, TN 37334 | $592,706 | $266,288 | 31% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 64J | Universal EV LLC | 8791 David Crockett Hwy Belvidere, TN 37306 | $576,102 | $258,828 | 31% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 65A | Pilot Travel Centers LLC | 9211 Lewisburg Highway Cornersville, TN 37047 | $595,434 | $293,274 | 33% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 65B | Love's Travel Stops & Country Stores, Inc | 1001 Highway 76 White House, TN 37188 | $600,000 | $618,660 | 51% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 75A | Pilot Travel Centers LLC | 507 Highway 309 Niota, TN 37826 | $614,373 | $302,603 | 33% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 75B | Universal EV LLC | 2228 N Charles G Seivers Blvd Clinton, TN 37716 | $599,235 | $269,222 | 31% | ~12-24 mo. from contract (Q3 25 – Q2 26) |
| 81A | Not awarding - new AFC station developed | N/A | N/A | N/A | N/A | N/A |

| AFC Zone | Applicant | Location | Federal Funding | Private Share | Private Share % | Est. Date of Operation |
|---|---|---|---|---|---|---|
| 81B | PowerUp America LLC | 36°24'15.6"N 82°37'15.2"W | $1,099,949 | $494,181 | 31% | ~12-24 mo. from contract (Q3 25 – Q2 26) |

**Figure 4: Map of TEVI Program Round 1 Awards**




## Round 2 Approach

Tennessee plans to issue a second round of competitive funding following the same structure as Round 1 to fill the remaining gaps along Tennessee's AFCs in order to achieve fully built-out status. After Round 1 contracts are fully executed, the TEVI Working Group will analyze remaining gaps along Tennessee's electrified AFCs. Under the Round 2 competitive procurement process, eligible applicants will have the opportunity to propose projects along Tennessee's AFCs in the TEVI Program's revaluated and newly defined evaluation zones. If an existing electric fast charging site is within the newly defined evaluation zones, the site will be eligible to compete for funding and apply for eligible site upgrades to support the State's AFC build-out. TDOT plans to release Round 2 in Fall 2024 and will follow a similar timeline for review, scoring, selection, and award issuance as compared to Round 1.

## Compliance with Federal and State Requirements

The TEVI Program supports adherence to compliance requirements and implements review processes at every stage of TEVI Program administration. This encompasses proposal submissions, agency evaluations, contractual obligations for Awardees, pre-construction and procurement reviews, installation phase assessments, and ongoing maintenance, including invoicing, data management, and reporting obligations. **Table 8** details the TEVI Program's approach for compliance.

The TEVI Program has incorporated compliance throughout its process including compliance with 1) Federal law; 2) NEVI Final Rule (23 CFR 680); 3) Tennessee State law; and 4) additional TEVI Program Requirements as detailed in **Table 8.**

**Table 8: TEVI Program Federal and State Compliance Approach**

| Compliance Classification | Approach for Compliance |
|---|---|
| Federal Law Compliance (23 U.S.C. and all applicable requirements of 2 CFR 200) | Expertise from TDOT's Planning, Procurement, Legal, and Environmental Division staff was utilized in developing and reviewing the NOFO documents to ensure compliance. Additionally, TN FHWA staff actively participated in weekly calls with the Working Group and verified compliance. |
| NEVI Final Rule (23 CFR 680) | The TEVI Program has incorporated by reference 23 CFR 680 in its NOFO, TEVI Guidance Document, and the TEVI Application Packet. |
| Tennessee State Law | The TEVI Program NOFO and Award Agreement to be issued to all contracted Awardees utilizes TDOT's standard and State-approved contractual language. Additionally, TDOT Legal was involved throughout the TEVI Program document development and review period(s). |
| Additional TEVI Program Requirements | The TEVI Program requirements include stipulations that build upon NEVI Program requirements. TEVI Program requirements will be included in Award Agreements signed by each selected Awardee. |

In addition to TEVI Program design and set-up compliance, the TEVI Working Group continues to plan ongoing compliance throughout the TEVI Program implementation. **Table 9** details the project implementation compliance and inspection process outlined for the State.

**Table 9: TEVI Program Federal and State Project Implementation Compliance**

| TDOT Federal & State NEVI Compliance / Inspections |
|---|
| 1) **Oversight During Pre-Construction** |
| A. Contract Execution |
| B. NEPA Clearance |
| C. Site Design |
| D. Right of Way |
| E. Hardware Approval |
| 2) **Oversight During Construction:** |
| A. Documentation of compliance with applicable requirements of Title 23 during construction, including but not limited to applicable sections of Federal Highway Administration (FHWA)-1273 (Required Contract Provisions for Federal-aid Construction Projects), job site poster requirements, etc. |
| (i) Buy America compliance documentation and of applicable waivers for EV Charging Stations. |
| (ii) Prevailing wage (Davis-Bacon) compliance. |

| TDOT Federal & State NEVI Compliance / Inspections | |
|---|---|
| | (iii) Conduct Wage Rate Interviews |
| | (iv) Environmental commitment compliance (if applicable). |
| | B. Process contract modifications. |
| | C. Process Material Source List. |
| | D. Project correspondence. |
| 3) | **Oversight for Project Construction Completion Approval:** |
| | A. Site inspections at substantial construction completion. |
| | B. Oversight of EV Charging Station Hardware and System Acceptance Testing. |
| | C. Site inspection at final construction completion. |
| | D. NEVI Final Rule and TEVI Program Requirements Compliance Inspection. |
| 4) | **Oversight for Project Operations, Maintenance, and Reporting:** |
| | A. Awardee reports quarterly and annual data into federal EV-ChART platform. |
| | B. TDOT verifies and approves awardee-reported data in EV-ChART platform. |
| | C. TDOT completes required State quarterly and annual reporting to USDOT. |
| | D. TDOT completes annual cybersecurity plan review and approval. |
| 5) | **Oversight for Invoicing and Payment:** |
| | A. Awardee receives formal requisite notice by TDOT to proceed into the given project phase. |
| | B. Awardee follows the process and performs required work during specific project phases. |
| | C. Awardee provides required proofs for compliance for all work during specific phase. |
| | D. TDOT and other cognizant agencies confirm compliance of work in specific phases. |
| | E. Awardee submits invoice package with required financial documentation, including documentation on all eligible reimbursable costs incurred and required non-federal project cost-share financial documentation. |
| | F. TDOT reviews Awardee invoice documentation and approves invoice for reimbursement. |
| | G. Eligible reimbursement payment made to TEVI Awardee. |
| | H. If applicable, TDOT provides a Notice to Proceed to the next phase of the project. |

## 6. Civil Rights

As recipients of Federal funding, TDOT and TDEC are required to comply with the rules, laws, and regulations of Title VI. Title VI compliance requirements will be passed down to subrecipients that are awarded through the TEVI NOFO process.

TDOT and TDEC both maintain Title VI Programs that outline specific requirements for grantees and subrecipients. Subrecipients are required to complete the appropriate Title VI training,

maintain a certificate of training completion, and submit to annual compliance reviews or other certifications as outlined by the granting agency.

In accordance with the NEVI Final Rule, all Awardees of funding under the TEVI Program will be required to comply with all sections of 23 CFR 680. TDOT's Awardee Contracts will incorporate by reference and flow down all sections of 23 CFR 680. **Table 10** outlines TDOT's compliance approach for TEVI Program implementation.

**Table 10**: **TEVI Federal and Civil Rights Compliance Approach**

| TEVI Program Federal Laws and Civil Rights Compliance Approach §680.118 | | | | |
|---|---|---|---|---|
| **Compliance Requirement** | **The Americans with Disabilities Act of 1990 (ADA)** | **Title VI of the Civil Rights Act of 1964** | **Title VIII of the Civil Rights Act of 1968 (Fair Housing Act)** | **The Uniform Relocation Assistance and Real Property Acquisition Act** |
| **NOFO** | Reference to 23 CFR 680 | Reference to 23 CFR 680 | Reference to 23 CFR 680 | Reference to 23 CFR 680 |
| **Application Evaluation, Scoring** | Scoring criteria for ADA compliance | TDOT will follow 23 CFR 680 in review and scoring | TDOT will follow 23 CFR 680 in review and scoring | TDOT will follow 23 CFR 680 in review and scoring |
| **Awardee Contracting** | 23 CFR 680 flow down, incorporated by reference | 23 CFR 680 flow down, incorporated by reference | 23 CFR 680 flow down, incorporated by reference | 23 CFR 680 flow down, incorporated by reference |
| **EV Charging Infrastructure Construction** | Awardees are required to follow ADA guidelines | Awardees are required to follow 23 CFR 680 | Awardees are required to follow 23 CFR 680 | Awardees are required to follow 23 CFR 680 |
| **O&M Period** | Awardees are required to maintain ADA compliance throughout five years | Awardees are required to follow 23 CFR 680 | Awardees are required to follow 23 CFR 680 | Awardees are required to follow 23 CFR 680 |

## 7. Existing and Future Conditions Analysis

The FY 2025 TEVI Plan Update was developed based on analyses of the existing and future conditions in Tennessee, including the State's geography, terrain, climate, and land use patterns, as summarized in **Table 11**.

**Table 11**: **TN Geography, Terrain, Climate, Land Use, and Population Conditions**

| Condition | Description |
|---|---|
| **Geography** | Tennessee covers approximately 42,143 square miles, with 2.2% of this area being water. The State is divided into three culturally distinct Grand Divisions: East, Middle, and West, often referred to as "The Three Tennessees." Tennessee shares its borders with eight states, tying with Missouri for the most bordering states. The state's eastern boundary aligns with the Blue Ridge Mountains' highest crests, while the Mississippi River forms its western boundary. The boundary between Eastern and Central Time Zones runs through the Cumberland Plateau. |
| **Terrain** | Tennessee's terrain is diverse, featuring six principal physiographic provinces, part of three larger regions: the Blue Ridge Mountains, the Ridge-and-Valley Appalachians, and the Cumberland Plateau; the Highland Rim and Nashville Basin; and the East Gulf Coastal Plain. The State's highest point is Clingmans Dome, at 6,643 feet above sea level, the third-highest peak east of the Mississippi River. The lowest point, at 178 feet, is on the Mississippi River in Memphis. Notably, Tennessee houses over 10,000 documented caves, the most in the U.S. |
| **Climate** | Tennessee's climate is primarily humid subtropical, with cooler temperatures in the higher Appalachians. Influenced by the Gulf of Mexico, the State experiences hot, humid summers and mild to cool winters, with an average annual precipitation of 50 inches. Extreme weather events, including severe thunderstorms, flooding, tornadoes, droughts, heat and cold waves, and winter storms, are common. Tennessee averages about 50 thunderstorm days and 15 tornadoes annually. The State is projected to experience unprecedented warming this century, potentially intensifying droughts, and extreme weather events. |
| **Precipitation and Flooding** | Tennessee experiences severe weather events like thunderstorms and flooding. Tennessee has received 33 major disaster declarations since 2000 due to severe storms and flooding. |
| **Land Use** | Tennessee has experienced significant recent growth in urban and rural areas. Population rose by 47% (55% urban vs. 33% rural) from 1980 to 2018, equating to over 1% sustained annual growth. The four major urban counties (Davidson, Shelby, Hamilton, and Knox) saw at least a 21% population increase during this period. Tennessee witnessed remarkable employment growth from 1980 to 2018, with statewide employment increasing by 80% (1.6% annually). The majority of this growth occurred in the same four urban counties. Non-basic sectors drove employment expansion, but manufacturing, including EV-related developments like Ford's Blue Oval City, may be the key driver of future employment growth. |
| **Population** | The 2020 United States census reported Tennessee's population at 6,910,840, an increase of 564,735 since the 2010 United States census, or an 8.90% increase. |

**Table 12** details Tennessee's existing highway system and travel patterns.

**Table 12**: **TN Existing Highway System and Travel Patterns**

| Condition | Description |
|---|---|
| **Tennessee Highway System** | Tennessee currently has 96,187 total highway miles, with 14,462 State-maintained highway miles, including 1,201 interstate miles, 19 interstate rest areas, 16 interstate welcome centers, and 9 truck weigh stations. |

| Condition | Description |
|---|---|
| **Passenger Travel Patterns** | According to the USDOT Bureau of Transportation Statistics, Tennessee residents take an average of 3.36 trips per person per day, slightly lower than the national average of 3.37 trips per person per day. However, Tennessee residents average 42.8 miles of vehicle travel per person per day, which falls above the U.S. national average of 36 miles per person per day. Driving alone also accounts for 83.1% of work commutes, which is higher than the national average of 76.3%, with carpooling in Tennessee tying the national average at 9% and public transit usage falling significantly below the national average of 4.9% at 0.6% in Tennessee. |
| **Transit** | Tennessee has public transit service in all 95 counties, supported by 28 transit agencies. TDOT provides financial support and technical assistance, facilitating over 16 million annual trips. Transitioning to electric transit vehicles is feasible due to shorter delivery times, infrastructure development, and vehicle incentives. The TEVI Program aims to collaborate with transit agencies, establish EV charging infrastructure, and explore public-private partnerships. This presents an opportunity for improved public transportation, particularly in rural areas, with AFCs located near transit service territories. |
| **Freight** | Tennessee's interstates experience high volumes of truck traffic, making trucking the primary mode for freight transportation. As more trucks transition to run on electricity, the State will support the design of EV charging infrastructure locations along major interstates to accommodate medium and heavy-duty trucks. The charging infrastructure should be easily accessible and offer amenities like showers, safe parking, and restaurants to cater to truck drivers. Interstate 40, covering 440 miles, is a crucial coast-to-coast connector, warranting investment in freight charging infrastructure. Other interstates like I-65, I-24, and I-75 are also prime corridors for freight electrification. Although freight operators are expected to primarily develop charging infrastructure on privately-owned property, NEVI-funded infrastructure and other State-supported charging infrastructure can complement these private networks. Locations near distribution centers, intermodal facilities, and freight hubs can be ideal for charging infrastructure that can support medium and heavy-duty use cases. The TEVI Program will monitor EV freight developments and adjust the TEVI Deployment Plan based on FHWA guidance and freight corridor designations. |

**Table 13** describes Tennessee's existing electric utilities, grid, and capacity.

**Table 13**: **TN Electric Service Utilities, Grid Capacity, Electricity Uses, and Pricing**

| Condition | Description |
|---|---|
| **TN Electric Distribution System** | The power grid in Tennessee is an interconnected system comprised of power generation stations, high-voltage transmission systems, and lower-voltage distribution systems. TVA manages generation and transmission for 99.7% of the State, while local power companies (LPCs) handle distribution and retail sales of electricity. EV adoption forecasts are considered in short-term and long-term planning processes. The goal is to have 200,000 light-duty EVs on Tennessee roads by 2028. Analysis shows that most EV charging occurs at residences with lower power levels, which is manageable for the grid during off-peak hours. Higher power charging infrastructure will supplement charging needs in commercial and highway areas, utilizing common three-phase power delivery. |

| Condition | Description | | |
|---|---|---|---|
| **Utilities, Local Power Companies, and Membership Associations Along Tennessee AFCs** | Tennessee Electric Cooperative Association | Tennessee Municipal Electric Power Association | Tennessee Valley Authority |
| | Tennessee Valley Public Power Association | Appalachian Electric Cooperative | Athens Utility Board |
| | Benton County Electric System | Bolivar Energy Authority | Carroll County |
| | Chickasaw Electric Cooperative | City of Bristol | City of Clarksville |
| | City of Cleveland | City of Clinton | City of Cookeville |
| | City of Dickson | City of Elizabethton | City of Fayetteville |
| | City of Harriman | City of Jackson | City of Jellico |
| | City of Johnson City | City of Lafollette | City of Lawrenceburg |
| | City of Lenoir | City of Lexington | City of Murfreesboro |
| | City of Newport | City of Pulaski | City of Rockwood |
| | City of Sweetwater | City of Winchester | Columbia Power and Water System |
| | Cumberland Electric Membership Corporation (EMC) | Duck River EMC | EPB of Chattanooga |
| | Greeneville Light & Power | Holston Electric Coop, Inc. | Kingsport Power Company |
| | Knoxville Utilities Board | Loudon Utilities Board | Memphis Light, Gas, and Water |
| | Meriwether Lewis Electric Cooperative | Middle Tennessee EMC | Nashville Electric Service |
| | Pickwick Electric Cooperative | Sequachee Valley Electric Cooperative | Southwest Tennessee EMC |
| | Tennessee Valley Electric Cooperative | Town of Erwin | Upper Cumberland EMC |
| | Volunteer Electric Cooperative | | |
| **Electric Generation and Grid Capacity** | According to the U.S. Energy Information Administration (EIA)[7], Tennessee's total electric power generation for 2023 was 79,903,641 MWh., with nuclear providing 47.7% of the generation capacity, coal providing 15.6%, and natural gas providing 20.1%. Hydroelectric power contributed 14.7% of the State's generation, and other renewables provided the remaining net generation. | | |
| **Electricity Use by Sector** | According to U.S. EIA, despite its many TVA-generating facilities, Tennessee is a net importer of electricity. Tennessee is among the top 15 states in both residential electricity sector and total electricity sales. The average electricity price in Tennessee is below the national average, and the average price of electricity for the residential sector is among the lowest in the country. Based on the most updated data reported by US EIA in 2022, Tennessee ranks 9th out of 50 states. About 6 out of 10 households in Tennessee use electricity as their primary energy source for home heating. | | |
| **Electricity Pricing and Costs** | Tennessee's statewide 2022 average retail price for electricity was 10.79¢/kWh. The State's average annual retail price for electricity has fluctuated from 5.9¢/kWh – 12.82¢/kWh over the past two decades. | | |

[7] Electric Power Monthly - U.S. Energy Information Administration (EIA)

**Table 14** details information and analysis on EV registration and related considerations.

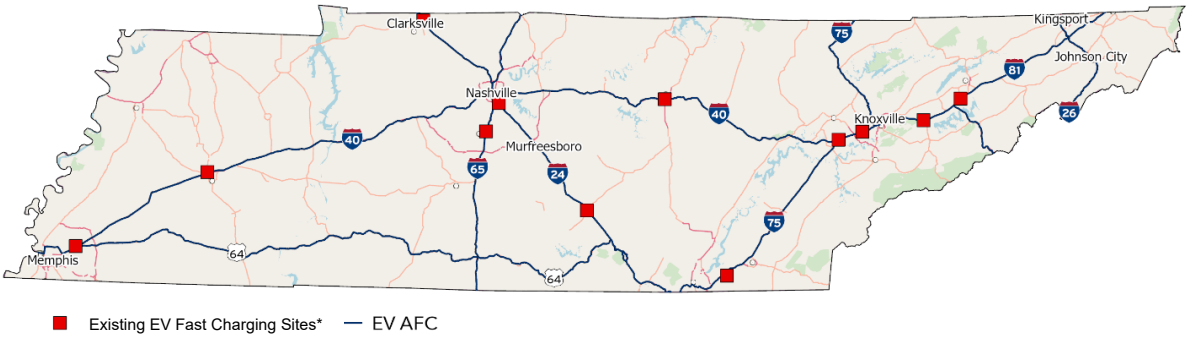
**Table 14**: **TN Electric Vehicle Registration, Market Growth, and Distribution**

| Condition | Description |
|---|---|
| **EV Registrations** | In Tennessee, EV sales and market share have increased substantially since 2011. While some quarters saw slight dips from the previous quarter, the overall trend is a significant increase, with EV sales in each quarter substantially exceeding quarterly sales during the same quarter of the prior year and annual EV registrations growing by 282% from December 2019 to December 2023. As of March 2024, Tennessee has 39,353 EVs registered in the State. |

## Tennessee EV AFCs & Existing Fast Charging Infrastructure

**Figure 5** documents FHWA-designated EV AFCs in Tennessee and existing EV fast charging infrastructure, which was used to design Tennessee's Round 1 evaluation zones mapping. Within the state of Tennessee, as of August 2024, there are currently 12 fast charging locations that meet the minimum requirements under the NEVI Program, including being located within one mile of the interstate exit, having at least four (4) fast charging ports, and having the minimum power requirements. Following the completion of contracting with Round 1 contingent awardees, TDOT will reevaluate eligible exits and design new evaluation zones for Round 2 of funding. Under the Round 2 competitive procurement process, eligible applicants will have the opportunity to propose projects along Tennessee's AFCs in the TEVI Program's revaluated and newly defined evaluation zones. If an existing electric fast charging site is within the newly defined evaluation zones, the site will be eligible to compete for funding and apply for eligible site upgrades to support the State's AFC build-out. See **Appendix A** for further details. Additionally, TDOT continues to coordinate with neighboring states on the location of NEVI-creditable sites located outside of Tennessee, along connecting corridors.

**Figure 5: Existing EV Fast Charging Infrastructure on Tennessee's AFCs**




**Existing EV fast charging sites utilized to design the Round 1 mapping and develop evaluation zones eligible under the Round 1 TEVI Program competitive procurement.*

### Existing EV Charging Infrastructure Sites on Tennessee EV AFCs Eligible for Potential Upgrades with NEVI Funds

In the event that an existing EV fast charging site is located within a newly defined evaluation zone along Tennessee's electrified AFC, following the completion of the Round 1 contracting period and the reevaluation process, the site will be eligible to competitively apply for funding under the TEVI Program. The list of Tennessee's existing EV charging infrastructure locations used in the evaluation of the Round 1 Tennessee AFC gap area mapping are included as **Appendix A** of this Plan.

### Tennessee EV AFC Termini and Border Regions

On June 2, 2023, FHWA released updated NEVI Formula Program guidance, which provided additional information on the fully built-out AFC criteria, defining AFC termini, and requiring all AFC termini to have EV charging infrastructure located within 25 miles of the terminus. Following the submission of the TEVI Plan update in 2023, a NEVI-creditable site was added to the one remaining termini-related gap area at the I-81 terminus at I-40. As a result of the NEVI-creditable site addition, all AFCs with a terminus within the State of Tennessee have a NEVI-creditable EV charger located within 25 miles of the terminus. As a result of the award locations from Round 1, and the distance to the Tennessee border and termini, Tennessee will add one additional evaluation zone in the Round 2 competitive NOFO process. This evaluation zone will be located along the northern portion of I-26, in Kingsport, supporting compliance with the 25-mile requirement and further establishing a seamless and reliable transition across state lines for EV travelers.

### Tennessee EV Charging Infrastructure Known Risks & Challenges

TDOT acknowledges there will be key risks and challenges in deploying the TEVI Program. **Table 15** details the high-level known risks and challenges TDOT is tracking. TDOT continues to monitor risks and challenges in administering the NEVI Formula Program and will collaboratively document and address risks and challenges as the administration of the Program moves forward.

**Table 15: Known EV Charging Infrastructure Risks and Challenges**

| Risk/Challenge | Description |
|---|---|
| **Operations and Maintenance of Infrastructure** | Network reliability is crucial for the TEVI Program's success. Infrastructure risks, if not promptly addressed, can jeopardize the network's viability and user experience. Monitoring will ensure operational chargers can meet traveler demand. |
| **Lack of Willing and Available Site Hosts** | Finding willing site hosts for EV charging infrastructure in close proximity to the corridors can be challenging in rural areas. Host participation will depend on an understanding of the benefits and challenges, as well as an assessment of future benefits and opportunity costs. |

| Risk/Challenge | Description |
|---|---|
| **Required Electrical Upgrades** | In rural areas with limited development, the associated electrical upgrade costs may be too expensive for many site hosts or infrastructure owners/operators, making it cost-prohibitive for them to provide the required cost share. |
| **Supply Chain Disruptions** | Timelines for successful implementation of the NEVI Formula Program may face delays due to various factors, such as semiconductor availability, port congestion, strained steel supplies, availability of FHWA-Buy America compliant hardware, and labor shortages. These challenges could potentially impact the timely execution of the TEVI Program. |
| **Equipment Specifications** | Following the announcement of major vehicle manufacturers' transition to the standardization of the North American Charging Standard (NACS) port for vehicles, determining equipment specifications requirements may pose a challenge to the TEVI Program. |
| **Evolving Market Conditions and Program Guidance** | TDOT and its TEVI Program partners continue to monitor the evolving market conditions in the State of Tennessee, including possibly rising grid and electricity supply challenges, changing market conditions such as the EV industry transition to additional port standards, and other challenges and risks. |

# 8. EV Charging Infrastructure Deployment

Tennessee will receive approximately $88 million in NEVI formula funding over 5 years (FY 2022-2026) to support its EV charging infrastructure deployment. Initial funding is designated for AFCs to support the build-out of a national EV charging network, particularly along the Interstate Highway System. **Table 16** outlines the approximate TEVI Program funding by year.

**Table 16: Approximate TEVI Program Funding by Fiscal Year**

| Tennessee NEVI Program Appropriations by Year | | | | | |
|---|---|---|---|---|---|
| FY 2022 | FY 2023 | FY 2024 | Estimated FY 2025 | Estimated FY 2026 | Estimated Total |
| $13,074,884 | $18,814,906 | $18,815,036 | $18,815,052 | $18,815,091 | $88,334,969 |

The TEVI competitive grant program requires applicants to identify non-federal funding sources to match the awarded NEVI Formula funding with a minimum requirement of 20% non-federal cost-share. **Table 17** details FY 2023-2024 Round 1 allocations and future estimated annual uses and sources of NEVI funds.

**Table 17: Tennessee Annual NEVI Funding Sources and Uses**

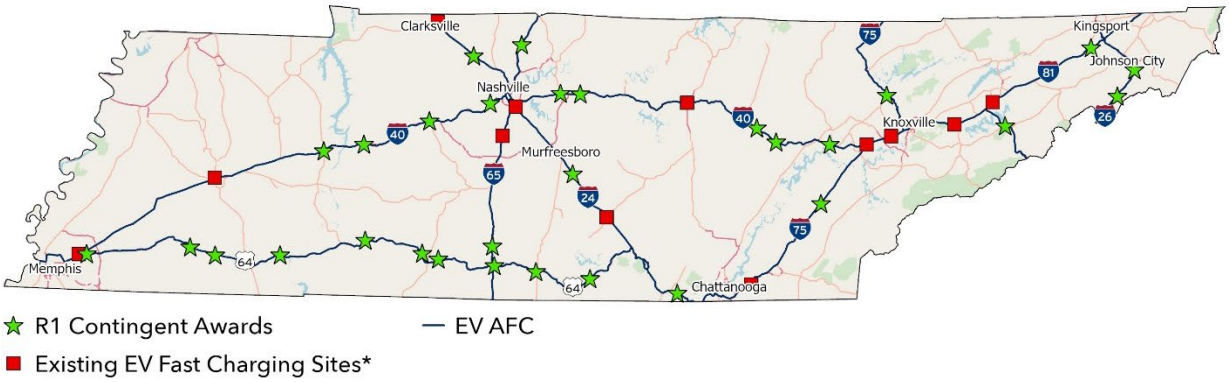
| Federal Fiscal Year & Funding Use | Federal | Non-Federal | Total |
|---|---|---|---|
| FY2022 - FY2023; Round 1 (actual): private funding at 32% | $21,854,324 | $10,734,955 | $32,589,280 |
| FY2023 - FY2024; Round 2 (planned) **assuming estimated 30% private funding* | $18,000,000 | $5,500,000 | $23,500,000 |

| | | | |
|---|---|---|---|
| FY2025 - FY2027; Post Build-Out Certification: Additional Tennessee EV Charging Infrastructure Priorities | $48,480,645 | $1,432,039 | $49,912,683 |
| Total Tennessee NEVI Formula Funds | $88,334,969 | $17,666,994 | $106,001,963 |

## Planned EV Charging Infrastructure

Tennessee built a strategic map with evaluation zones for new charging infrastructure needed in the state by referencing the existing EV fast charging sites that met minimum requirements under the NEVI Program, including being located within one mile of the interstate exit, having at least four (4) fast charging ports, and having the minimum power requirements. Within the last year, one additional fast charging site has been added in Tennessee, bringing the total number of EV fast charging sites that meet the minimum standards to 12. Round 1 TEVI Program awards covered 30 initial EV charging infrastructure gap areas in Tennessee. Ten different entities were selected in Round 1 to support Tennessee's build-out of its electrified AFCs. The TEVI website[8] houses an interactive Program map that highlights the Round 1 awardees and site-specific information. **Figure 6** illustrates Round 1 TEVI awarded sites, as well as existing fast charging sites that were used to design the Round 1 evaluation zones. Tennessee's Round 2 evaluation zone map will be developed following the completion of Round 1 contracting.

**Figure 6: Tennessee Planned EV Charging Infrastructure**




**Existing EV fast charging sites utilized to design the Round 1 mapping and develop evaluation zones eligible under the Round 1 TEVI Program competitive procurement.*

TDOT's use of remaining FY 2022-2023 NEVI funds will continue to focus on building out Tennessee's sections of the electrified AFCs. As provided in **Table 18,** TDOT awarded 30 project sites in its Round 1 procurement and expects to award roughly 20 additional sites to build out its electrified AFC network.

[8] Tennessee NEVI Program Interactive Map

**Table 18: Round 1 Awards and Remaining Gaps**

| AFC Zone | Applicant | County | Number of Ports | Federal Funding |
|---|---|---|---|---|
| **Round 1: 30 Awarded Applications \| 130 NEVI Ports \| $32,589,280 total funding** | | | | |
| 24A | Equilon Enterprises LLC dba Shell Oil Products US (Shell) | Cheatham County | 4 | $450,431 |
| 24B | Love's Travel Stops & Country Stores, Inc | Rutherford County | 4 | $550,000 |
| 24C | Love's Travel Stops & Country Stores, Inc | Marion County | 4 | $630,000 |
| 26A | BP Products North America Inc | Washington County | 6 | $636,580 |
| 26B | Energy Hunters | Unicoi County | 4 | $580,459 |
| 40B | Love's Travel Stops & Country Stores, Inc | Benton County | 4 | $600,000 |
| 40C | Pilot Travel Centers LLC | Humphreys County | 4 | $611,994 |
| 40D | Equilon Enterprises LLC dba Shell Oil Products US (Shell) | Dickson County | 4 | $446,807 |
| 40E | BP Products North America Inc | Davidson County | 4 | $572,080 |
| 40F | BP Products North America Inc | Wilson County | 4 | $572,080 |
| 40G | Universal EV LLC | Wilson County | 4 | $607,559 |
| 40H | Pilot Travel Centers LLC | Cumberland County | 4 | $590,346 |
| 40I | PowerUp America LLC | Roane County | 4 | $1,629,212 |
| 40J | Tesla, Inc. | Roane County | 12 | $861,015 |
| 40K | Love's Travel Stops & Country Stores, Inc | Cocke County | 4 | $550,000 |
| 64A | EnviroSpark Energy Solutions Inc | Shelby County | 4 | $702,423 |
| 64B | Universal EV LLC | Hardeman County | 4 | $587,563 |
| 64C | PowerUp America LLC | Hardeman County | 4 | $1,359,770 |
| 64D | Universal EV LLC | McNairy County | 4 | $594,822 |
| 64E | PowerUp America LLC | Wayne County | 4 | $1,423,238 |
| 64F | PowerUp America LLC | Lawrence County | 4 | $1,437,489 |
| 64G | Universal EV LLC | Lawrence County | 4 | $590,316 |
| 64H | Universal EV LLC | Giles County | 4 | $592,341 |
| 64I | Universal EV LLC | Lincoln County | 4 | $592,706 |

| AFC Zone | Applicant | County | Number of Ports | Federal Funding |
|---|---|---|---|---|
| **Round 1: 30 Awarded Applications \| 130 NEVI Ports \| $32,589,280 total funding** | | | | |
| 64J | Universal EV LLC | Franklin County | 4 | $576,102 |
| 65A | Pilot Travel Centers LLC | Marshall County | 4 | $595,434 |
| 65B | Love's Travel Stops & Country Stores, Inc | Robertson County | 4 | $600,000 |
| 75A | Pilot Travel Centers LLC | McMinn County | 4 | $614,373 |
| 75B | Universal EV LLC | Anderson County | 4 | $599,235 |
| 81B | PowerUp America LLC | Sullivan County | 4 | $1,099,949 |
| **Estimated Remaining EV Charging Station Gap Areas** | | | | |
| TBD | Additional sites required to complete electrified AFC build-out in Tennessee | | 20 | ~$18,000,000 |

TDOT anticipates that the EV charging infrastructure locations listed in **Table 18** will utilize the FY 2022-2023 State NEVI allocation and the FY 2024 allocation in Tennessee. TDOT expects EV charging infrastructure sites to be operational within 12-24 months of a fully executed contract agreement with the State of Tennessee.

### Planning Towards a Fully Built-Out Determination

TDOT plans to release the Round 2 NOFO following successful completion of Round 1 contracting and the reevaluation of newly defined gap areas in the State. Round 2 will remain consistent with the approach of the Round 1 NOFO, to solicit applications from interested parties to fill the remaining gaps along Tennessee's electrified AFCs. TDOT's goal is to achieve fully built-out status following the completion of Round 2 projects under the TEVI Program, paving the way for approval from FHWA to begin evaluating non-AFC usage of NEVI funding. The TEVI Program's Round 2 approach will include a reevaluation of gap areas along Tennessee's AFC to define new evaluation zones where eligible applicants will be able to apply for funding under the TEVI Program. Eligible applicants, within the newly defined evaluation zones, may include new electric vehicle charging station projects and existing stations interested in upgrading sites to achieve eligibility under the Round 2 NOFO. Following the issuance of the Round 2 NOFO, TDOT will begin planning for post-build-out, which will include data analysis and the development of a public engagement plan.

Tennessee's strategic deployment of NEVI funding post-build-out certification will include the incorporation of data sets and analyses, public and planner feedback, and a competitive NOFO process:

***Data Sets and Analyses***: Through needs, traffic, economic, and destination analyses, Tennessee will evaluate and analyze data sets to inform the strategic approach toward continued funding under the TEVI Program.

***Public and Planner Feedback***: Through stakeholder engagement, direct community involvement, and transportation planner feedback, Tennessee will emphasize a community-led approach in shaping post-AFC charging station deployment.

***Competitive NOFO Process***: Through wide priority location eligibility, reimbursement with cost-share, and competitive scoring criteria, Tennessee's NOFO process will be informed by the TEVI Program's experience issuing NOFOs for the full build-out phase of the AFCs.

### Additional Post-AFC Build-Out Planning: Drive Electric Tennessee's Roadmap "Refresh":

Supporting TDOT's planning for post-AFC build-out will be the forthcoming Drive Electric Tennessee's (DET) Roadmap "Refresh." In January 2019, DET launched its inaugural Electric Vehicle Roadmap,[9] aimed to integrate stakeholder input to strategically address Tennessee's EV outlook and promote increased adoption of EVs. This Roadmap provided a basis for DET to release a Statewide Infrastructure Needs Assessment,[10] which evaluated Tennessee's current EV charging infrastructure to identify charging needs and geographic locations to support the state-wide goal of 200,000 EVs by 2028.

Five years after the release of the initial Roadmap, TDOT and TDEC will serve as strategic partners in supporting DET's Roadmap "Refresh," which will allow stakeholders to update DET's shared vision, goals, and associated initiatives. TDOT will serve as an integral support for the refresh process through the integration of TEVI Program implementation. Based on input from stakeholders, the upcoming Roadmap's second edition will emphasize medium and heavy-duty vehicles, non-road applications, and battery recycling/reuse, alongside an expansion to the scope of EV charging applications. Furthermore, this Roadmap "Refresh" will provide progress updates on EV registrations and infrastructure development, notably discussing the TEVI Program. TDOT plans to incorporate this updated stakeholder feedback into exploration for planning and funding needs in future phases of implementation under the TEVI Program. Feedback is expected to inform strategies for filling EV infrastructure gaps for medium and heavy-duty vehicles, as well as assessing EV charging infrastructure needs for communities.

[9] Energy Report Template (tn.gov)
[10] Executive Summary: Tennessee Statewide Electric Vehicle (EV) Charging Infrastructure Needs Assessment (tn.gov)

# 9. Implementation

The TEVI Program has been carefully designed to ensure compliance with all Federal, State, and Program requirements. **Table 19** outlines the compliance requirements integrated throughout the TEVI Program Process.

**Table 19: TEVI Program Implementation Compliance Approach**

| Stage | Compliance Process and Approach | | | |
|---|---|---|---|---|
| | **Equipment Specifications & Design** | **Labor, Safety, & Installation Standards** | **Installation, Operation, & Maintenance** | **Interoperability, Data Collection, & Reporting** |
| **NOFO Application & Submission** | 23 CFR 680 incorporated by reference and required | 23 CFR 680 incorporated reference, with a specific call out of Electric Vehicle Infrastructure Training Program (EVITP) requirements | Applications must include a detailed operations and maintenance plan | 23 CFR 680 incorporated by reference |
| **Application Review and Scoring** | TDOT reviews for compliance | TDOT reviews for compliance | TDOT reviews for compliance | TDOT reviews for compliance |
| **Program Award Agreement Issuance** | Award Agreement will include State requirements and 23 CFR flow-down | Award Agreement will include State requirements and 23 CFR flow-down | Award Agreement will include State requirements and 23 CFR flow-down | Award Agreement will include State requirements and 23 CFR flow-down |
| **Awardee Program Planning Stage** | TDOT to lead and review: NEPA and NTP | Awardee certifies compliance with 23 CFR 680 labor requirements | O&M compliance plans updated annually | TDOT monitors and reviews submission of data requirements |
| **Awardee Program Purchasing & Construction Stage** | TDOT reviews BABA compliance | TDOT reviews compliance | TDOT inspects and issues notice of acceptance | TDOT initiates 5-year O&M for each Awardee |
| **Operations and Maintenance Stage** | Awardee reports on submission, TDOT confirms conformity | Awardee reports on submission, TDOT confirms conformity | Awardee reports on submission, TDOT confirms conformity | Awardee reports on submission, TDOT confirms conformity |

# 10. Equity Considerations

The initial TEVI Plan was developed through engagement with rural, underserved, and disadvantaged communities. Since the approval of the initial Plan in September 2022, and the Plan Update approval in 2023, Tennessee has continued its commitment to supporting goals outlined in Executive Order 14008 directed toward Justice40 initiatives by ensuring 40% of the benefits of Tennessee's NEVI Formula funding flow to DACs. Throughout the TEVI Program implementation, TDOT and TDEC have supported Justice40 goals through the following engagement methods:

- **Public Meetings**: As outlined in the Community Engagement Outcomes Report section, TDOT traveled throughout the State of Tennessee to engage with stakeholders, local leadership, planning organizations, and the general public. During these meetings, TDOT shared TEVI Program updates, plans for upcoming engagement opportunities, and TEVI Program implementation information.
- **Partnering Survey**: TDOT and TDEC continued deployment of the partnering survey for entities and individuals interested in partnering and participating in the build-out of EV charging infrastructure along TDOT's designated AFCs as a part of the TEVI Program. The form was designed to serve as a resource to connect industry partners, community members, local leaders, and individuals in need of support around EV charging infrastructure deployment throughout the State.

### Identification and Outreach to Disadvantaged Communities

TDOT and TDEC will continue to engage with and support Tennessee's Justice40 initiatives by prioritizing coordination with residents of rural and disadvantaged communities in addition to relevant groups and agencies throughout Tennessee. Organization types identified for engagement are outlined in **Table 20**.

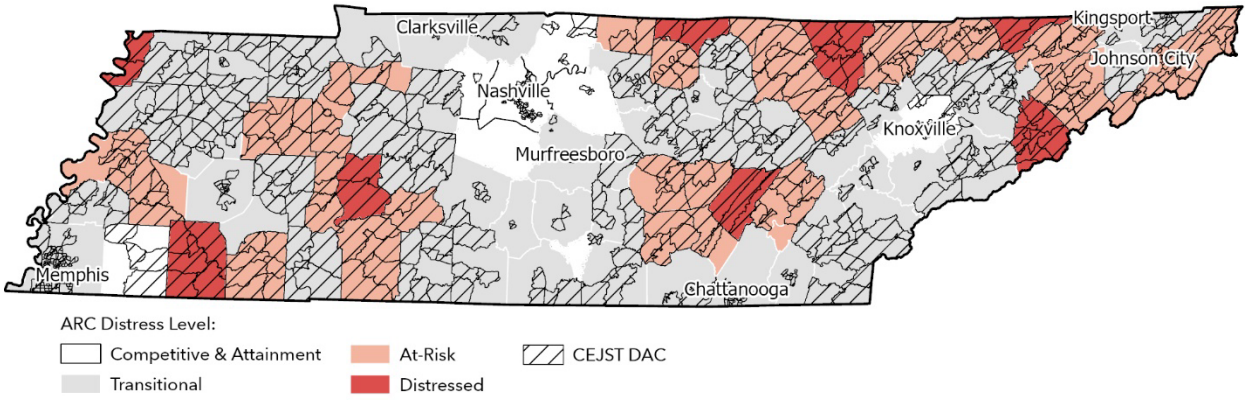
**Table 20: Equity Engagement**

| Justice Organizations | Education and Training | Government | Local Organizations |
|---|---|---|---|
| Environmental Justice Organizations | Local Workforce Development Organizations | Government Agencies | Tennessee Clean Cities Coalitions |
| Economic Justice Organizations | Technical Colleges | Metropolitan Planning Organizations | Drive Electric Tennessee |
| Climate Justice Organizations | Local Training Centers | Rural Planning Organizations | Service Organizations |
| Social Justice Organizations | Certification Centers | County Governments | Volunteer Centers |

## Identifying, Quantifying, & Measuring Benefits to Disadvantaged Communities

TDOT used the Climate and Economic Justice (CEJST) Screening Tool, and the Appalachian Regional Commission (ARC) definitions of "Distressed, At-Risk, Transitional, and Competitive/Attainment Counties" to assist in identifying, quantifying, and measuring NEVI benefits to DACs.[11] **Figure 7** displays Tennessee's Disadvantaged Communities.

**Figure 7: Tennessee Disadvantaged Communities**




As mentioned, TDOT facilitated meetings throughout Tennessee to share information about the TEVI Program and gathered feedback from stakeholders, community members, and local officials. **Table 21** indicates the specific meetings that enabled the various DACs to contribute while depicting the different burdens facing them. The process of intentionally including these communities allows TDOT to have a diverse range of opinions and responses, showcasing the equity of the TEVI Program.

**Table 21: TEVI Program Engagement with Tennessee DACs**

| Location | Event | Number of People Reached | CJST Community Burdens | |
|---|---|---|---|---|
| Spencer, TN | RPO Conference - 2024 | 30 | ☐ Climate change<br>☐ Energy<br>☒ Health<br>☐ Housing | ☐ Legacy pollution<br>☒ Transportation<br>☐ Water and wastewater<br>☐ Workforce development |
| Nashville, TN | ASHE Technical Seminar | 30 | ☐ Climate change<br>☐ Energy<br>☒ Health<br>☒ Housing | ☐ Legacy pollution<br>☒ Transportation<br>☐ Water and wastewater<br>☐ Workforce development |

[11] TDOT categorizes all 95 counties in Tennessee according to their level of distress using an index methodology from the Appalachian Regional Commission (ARC). The index is based on a county's three-year average unemployment rate, per capita market income, and poverty rate.

| Location | Event | Number of People Reached | CJST Community Burdens | |
|---|---|---|---|---|
| Gatlinburg, TN | Tennessee Chamber of Commerce and Industry's Environment, Energy & Recycling Conference | 25 | ☐ Climate change<br>☒ Energy<br>☐ Health<br>☒ Housing | ☐ Legacy pollution<br>☐ Transportation<br>☐ Water and wastewater<br>☐ Workforce development |
| Martin, TN | Northwest Tennessee Electric Vehicle Day | 60 | ☐ Climate change<br>☐ Energy<br>☐ Health<br>☐ Housing | ☐ Legacy pollution<br>☐ Transportation<br>☐ Water and wastewater<br>☒ Workforce development |

Based on the mapping process, TDOT has developed the initial quantifications shown in **Table 22** as a starting point for quantifying how NEVI Formula Program funding will benefit DACs.

**Table 22: Initial Analysis of TEVI Program DAC Coverage**

| | Land Area | | AFC Miles | |
|---|---|---|---|---|
| | Sq Mi | Percentage of the State | Miles | Percentage of AFC Miles |
| CEJST DAC | 25,753 | 61 | 642 | 50 |
| ARC “At-Risk” and “Distressed” | 14,285.3 | 34 | 240 | 19 |

Based on the final sites awarded in the 2023 TEVI NOFO process, as well as data reported by awarded parties throughout the operation and maintenance of funded EV charging infrastructure, TDOT anticipates additional benefits quantifications, including but not limited to those detailed in **Table 23**.

**Table 23: Additional Justice40 Benefits Calculations from TEVI Funded Projects**

| Benefit Description | Quantification Methodology |
|---|---|
| Improve clean transportation access through the location of chargers in DACs. | Analyze location of chargers in relation to DACs and transportation equity data in Tennessee. |
| Reduced transportation energy cost burden by enabling reliable access to affordable charging. | Analyze total kilowatts of energy used at all NEVI-funded EV charging infrastructure sites, against price paid, calculating savings against avoided petroleum use. |
| Reduced exposure to transportation emissions. | Analyze total kilowatts of energy used at all NEVI funded EV charging infrastructure sites, calculating emissions reduced through use of electricity versus petroleum as a fuel. |
| Increase the EV charging infrastructure job pipeline and workforce creation in disadvantaged communities. | Determine the number of DAC members that participate in State-supported EVITP or other related training programs; tally the number of businesses in or from DACs that are |

| Benefit Description | Quantification Methodology |
|---|---|
| | selected to serve as site hosts for TEVI Program-funded infrastructure. |

## Round 1 Funding in Disadvantaged Communities

**Table 24** shows the amount of Round 1 funding awarded in Justice 40 DACs and ARC Distressed and At-Risk counties. Over three-quarters of Round 1 funding will go to Justice 40 DACs in Tennessee. Among ARC-designated counties, about 16 percent of funding will go to those categorized as Distressed, and another 22.6 percent to those categorized as At-Risk. Funding shares in DACs and ARC counties are not cumulative. That is, some funding will go to places within both a DAC and ARC Distressed or At-Risk County.

**Table 24: Projected Funding in Justice 40 DACs and ARC Distressed and At-Risk Counties**

| | Round 1 Total Projected Funding | Share of Total |
|---|---|---|
| **Justice 40 Disadvantaged Community (DAC)** | | |
| 13 projects | $15,206,830 | **69.6%** |
| **ARC Distressed County** | | |
| Cocke (1 project) | $1,115,033 | |
| Hardeman (2 projects) | $2,478,899 | |
| ***Total Funding in Distressed Counties*** | **$3,593,932** | **16.4%** |
| **ARC At-Risk County** | | |
| Carter | $1,594,130 | |
| Decatur | $980,785 | |
| Greene | $762,690 | |
| McNairy | $762,690 | |
| Wayne | $846,045 | |
| ***Total Funding in At-Risk Counties*** | **$4,946,340** | **22.6%** |

**Table 25** shows the Round 1 awarded site locations under CEJST census tracts highlighted as disadvantaged. Projects in Round 1 that fall under a category of burden are detailed below with each corresponding burden. CEJST categories of burden include climate change, energy, health, housing, legacy population, transportation, water and wastewater, and workforce development.

**Table 25: Round 1 Awarded Projects and Related CEJST DAC Census Tract**

| Awardee | Location | Climate Change | Energy | Health | Housing | Legacy Population | Transportation | Water | Workforce Development |
|---|---|---|---|---|---|---|---|---|---|
| Equilon Enterprises LLC dba Shell Oil Products US (Shell) | Pleasant View | | | | | | | | |
| Love's Travel Stops & Country Stores, Inc | Christiana | | | | | | | | |
| Love's Travel Stops & Country Stores, Inc | Jasper | ✓ | | | | ✓ | | | |
| BP Products North America Inc | Johnson City | | | | | | | | |
| Energy Hunters | Erwin | ✓ | | | | | | | |
| Love's Travel Stops & Country Stores, Inc | Holladay | ✓ | ✓ | ✓ | | | | | |
| Pilot Travel Centers LLC | Hurricane Mills | ✓ | | | | | | | |
| Equilon Enterprises LLC dba Shell Oil Products US (Shell) | Dickson | | | | | | | | |
| BP Products North America Inc | Nashville | | | | | | | | |
| BP Products North America Inc | Lebanon | | | | | | | | |
| Universal EV LLC | Lebanon | | | | | | | | |
| Pilot Travel Centers LLC | Crossville | | | | | | | | |
| PowerUp America LLC | Crab Orchard | | | ✓ | | ✓ | | | |
| Tesla, Inc. | Kingston | | | | | | | | |
| Love's Travel Stops & Country Stores, Inc | Newport | ✓ | ✓ | ✓ | | | ✓ | | ✓ |
| EnviroSpark Energy Solutions Inc | Lakeland | | | | | | | | |
| Universal EV LLC | Bolivar | ✓ | | ✓ | | | | | ✓ |

| Awardee | Location | Climate Change | Energy | Health | Housing | Legacy Population | Transportation | Water | Workforce Development |
|---|---|---|---|---|---|---|---|---|---|
| PowerUp America LLC | Hornsby | ✓ | | ✓ | | | ✓ | | ✓ |
| Universal EV LLC | Adamsville | | ✓ | ✓ | | | ✓ | | |
| PowerUp America LLC | Waynesboro | ✓ | | ✓ | | ✓ | | | |
| PowerUp America LLC | Lawrenceburg | | | | | | | | |
| Universal EV LLC | Lawrenceburg | ✓ | | ✓ | | | | | |
| Universal EV LLC | Pulaski | | | | | | | | |
| Universal EV LLC | Fayetteville | ✓ | | ✓ | | | | | |
| Universal EV LLC | Belvidere | | | | | | ✓ | | |
| Pilot Travel Centers LLC | Cornersville | | | | | | | | |
| Love's Travel Stops & Country Stores, Inc | White House | | | | | | | | |
| Pilot Travel Centers LLC | Niota | | | | | | | | |
| Universal EV LLC | Clinton | | | | | | | | |
| PowerUp America LLC | Fall Branch | | | | | | | | |

## 11. Labor and Workforce Considerations

The TEVI Working Group continues to prioritize labor and workforce strategies to prepare the State of Tennessee for the influx of EV charging infrastructure projects and the need for certified electricians. The Tennessee EV Charging Infrastructure Workforce Development Working Group was established to address considerations and needs to support EV workforce advancements throughout the State of Tennessee. The Tennessee EV Charging Infrastructure Workforce Development Working Group meets monthly to discuss and address statewide workforce needs.

The TEVI Program's Round 1 NOFO included a request for applicants to provide information on how proposed projects would contribute to Tennessee's workforce development needs through project implementation. Applicants were evaluated and scored based on the inclusion of

information on funding for workforce programs, project connections contributing to workforce needs, and any mention of inclusion of workforce planning in the State.

Tennessee remains one of the top states in the Southeast for EV manufacturing, claiming nearly 40% of the region's EV manufacturing jobs and investment. According to the Tennessee Department of Economic and Community Development, nearly $12 billion in capital investment has been accrued in the State since 2017 in the EV sector alone.[12] This reflects the four major automotive manufacturers that currently or will soon produce EVs and associated battery technologies in Tennessee (Ford, Volkswagen, GM, and Nissan), as well as other vehicle, parts, battery, and EV charging infrastructure producers that have set up shop across the State.

### Workforce Training Initiative

TDOT places a high priority on workforce development, recognizing it as a key component for sustaining and enhancing the State's transportation infrastructure. To this end, TDOT is committed to leveraging the TEVI Program funds to bolster workforce development initiatives. A significant aspect of this strategy involves collaborating with community colleges to ensure they have the necessary resources to train students effectively. TEVI Program funding for workforce development in the state will support the purchasing of EV charging equipment and training tools, for classroom application, at these educational institutions. By equipping community colleges with resources, TDOT aims to cultivate a skilled workforce proficient in the latest technologies, thereby ensuring a robust and capable workforce to meet the evolving demands of the transportation sector.

### Disadvantaged Business Enterprise & Small Business Enterprise Programs

Tennessee strongly supports investments that expand good-paying jobs, increase job access, improve job quality, provide strong labor standards, strengthen local/regional economies, and develop an equitable and diverse workforce in building EV charging infrastructure. Tennessee has several programs through the Tennessee Department of Labor and Workforce Development to promote a highly skilled and diverse workforce. TDOT also administers a Small Business Development Program that includes the Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) Programs. The SBE Program's primary goal is to increase the number of minority and female businesses in the highway and bridge construction industry.

Although the Federal NEVI Program is not subject to DBE Program requirements, eligible providers or subcontractors completing work under the TEVI Program will be encouraged to become a TDOT-certified DBE and support ongoing DBE efforts in the State of Tennessee.

TDOT and TDEC will continue to engage the appropriate labor and workforce entities to identify strategies for successful implementation of the TEVI Program. The TEVI Program will seek to

[12] Economic & Community Development (ECD) (tn.gov)

grow and diversify the local workforce and will leverage geographic, economic, or other hiring preferences to maximize job creation and economic benefits.

### Qualified Technicians, Electricians, and EV Charging Infrastructure Installers

Tennessee requires all electricians to be licensed, ensuring all electricians working in the field have proper credentials, knowledge, and safety training to work on high-voltage electrical systems. Though electrical contractor licensing is administered by the Tennessee Department of Commerce and Insurance, individual cities and counties may have additional rules and local licensing requirements.

Tennessee also has licensed electricians who have proactively sought and received additional EV charging infrastructure training and certification through the EVITP. The EVITP curriculum is an 18-hour course (available in-person or online) that provides training and certification for electricians installing EV charging infrastructure. Tennessee currently has 26 electrical contracting companies throughout the State with electricians on staff who are EVITP-certified. This number can scale up quickly through the online EVITP course (https://evitp.org/tennessee) to meet the State's growing demand for EV charging infrastructure-trained electricians. The TEVI Program will follow all certification and training requirements as stipulated under the NEVI Program and will not use any State-developed apprenticeship and/or training programs in place of the requirements under 23 CFR 680.106(j).

## 12. Physical Security & Cybersecurity

Tennessee is committed to both physical and cybersecurity initiatives in the TEVI Program, protecting equipment users, stakeholders, and the State.

### Physical Safety and Security

Through the development of the TEVI Guidance Document, TDOT and TDEC outlined a definition for highly responsive projects for funding under the TEVI Program. Competitive applications under the Round 1 NOFO demonstrated thoughtful measures that prioritize user safety during the charging experience. Applications included features such as overhead lighting, on-site monitoring, video surveillance, emergency call buttons, and proximity to the road will provide users with assurances of a safer charging environment. The TEVI Program will continue to prioritize physical safety in future competitive procurement rounds through the inclusion of physical safety in scoring and evaluation criteria.

### Cybersecurity

TDOT remains committed to ensuring that the statewide EV charging infrastructure network developed under the TEVI Program will not pose a cybersecurity risk. EV charging infrastructure provides direct connections to a vehicle's onboard system as well as to the EV charging service provider's network. The infrastructure further provides an indirect connection to the driver's

smartphone if the charge is paid for with an app, to banking information if a credit card is utilized, to telecommunications providers, and to the electric grid. The connection between non-State-owned assets and State-owned intelligent transportation system (ITS) infrastructure represents an elevated security concern to TDOT and the motorist. This connection creates bi-directional risk as well as possible liability for theft of personal information, payment/transaction information, or vehicle information and location data.

The current ITS infrastructure is not connected to the State's network and therefore provides minimal risk of data breach between the State office network and the EV charging infrastructure network. However, if TDOT chose to manage network services internally, there would be an increased potential for exposure of the Transportation Management Centers (TMCs). In addition, there would be a connection to the statewide power grid. TDOT is not aware of Federal mandates that may exist with regard to securing this network but there are generally heightened guidelines for access to public utility networks.

Subrecipients will own, operate, and maintain the EV charging infrastructure as well as the data produced. They will be required to provide TDOT with anonymized data on a recurring basis. Subrecipients will also be required to publish infrastructure location, power ratings, and costs to the various websites and apps that track publicly accessible EV charging infrastructure, including the U.S. Department of Energy's Alternative Fuels Data Center Station Locator.

The TEVI Working Group, in coordination with the Technology Manager for Cybersecurity at the Joint Office of Energy and Transportation, developed a cybersecurity plan template to be utilized by awardees under the TEVI Program. The TEVI Working Group has presented the draft template on national webinars and that the Joint Office, National Association of State Energy Officials (NASEO), and American Association of State Highway and Transportation Officials (AASHTO) are interested in leveraging the document as an optional template for all states. As part of the contract, awardees will be required to complete a cybersecurity plan, using the prescribed template, that demonstrates compliance with applicable State cybersecurity requirements and Federal recommendations. The plan must also demonstrate how the recipient will maintain and improve cybersecurity throughout the life of the project. This will include requirements to maintain compliance with current and future cybersecurity provisions as well as alerting TDOT and the Cybersecurity and Infrastructure Security Agency (CISA) of any known or suspected network or system compromises. The TEVI Program will continue to prioritize cybersecurity in future competitive procurement rounds through the inclusion of cybersecurity in scoring and evaluation criteria.

## 13. Program Evaluation

TDOT will gather and report on data in accordance with and following all requirements in 23 CFR 680.112 throughout the life of the TEVI Program, which is inclusive of quarterly, annual, and one-time data submittals, as well as the community engagement outcomes report within each annual

plan update. Data collected will include information on EV charging infrastructure use, reliability, maintenance, and installation cost information and annual data on organizations operating, maintaining, or installing EV charging infrastructure as well as information on certifications of these entities through State or local business opportunity certification programs.

In addition to meeting all requirements under 23 CFR 680.112, TDOT will require monthly desktop compliance checks, which will help ensure sites are meeting the 97% uptime required under 23 CFR 680.

The goal will be to facilitate efficient and valuable data collection, evaluation, and reporting in order to ensure a reliable and consistent charging experience throughout Tennessee. This will include the monitoring of charging infrastructure development, examination of utilization data from installed equipment, and working with planning partners to develop new locations and/or make necessary adjustments to existing locations. Data will be evaluated and analyzed on an ongoing basis to inform annual updates to the TEVI Program and to assist TDOT in monitoring and reporting progress.

## 14. Discretionary Exceptions

Tennessee's goal for the first phase of the TEVI Program is to complete the full build-out of the State's designated EV AFC network. At this time, Tennessee has not requested any exceptions.

# Appendix A: Existing EV Fast Charging Infrastructure in Tennessee Utilized to Design Round 1 Evaluation Zones

**Table A1** describes the existing EV fast charging infrastructure in Tennessee utilized to design Round 1 evaluation zones. Sites with existing EV fast charging that fall within the newly defined gap areas following the successful completion of Round 1 contracting and reevaluation of evaluation zones, will be eligible to competitively apply for funding under the TEVI Program.

The sites listed below were defined as NEVI-compliant sites in the FY 2023 NEVI Plan Guidance, and subsequently updated to NEVI-creditable based on the FY 2024 NEVI Plan Guidance. TDOT does not plan to credit any of the stations listed below unless they fall within a new gap area, are awarded in a NEVI competitive funding round, and enter into a TEVI Program contract to follow all NEVI Program requirements, and therefore has indicated TBD for both compliance and creditability in **Table A1**.

**Table A1: Existing EV Fast Charging Infrastructure Utilized to Design Round 1 Evaluation Zones**

| Unique ID* | Charger Level | Route | Location | Number of Ports | EV Network | Meets 23 CFR 680 | Credit Towards Full Build-out |
|---|---|---|---|---|---|---|---|
| 121811 | DCFC | I-40 | Jackson | 8 | Electrify America | TBD | TBD |
| 121800 | DCFC | I-24 | Clarksville | 8 | Electrify America | TBD | TBD |
| 121804 | DCFC | I-24 | Nashville | 18 | Electrify America | TBD | TBD |
| 146949 | DCFC | I-65 | Franklin | 8 | Electrify America | TBD | TBD |
| 121813 | DCFC | I-24 | Manchester | 8 | Electrify America | TBD | TBD |
| 121803 | DCFC | I-40 | Cookeville | 8 | Electrify America | TBD | TBD |
| 121818 | DCFC | I-75 | Ooltewah | 16 | Electrify America | TBD | TBD |
| 121808 | DCFC | I-75 / I-40 | Knoxville | 8 | Electrify America | TBD | TBD |
| 186722 | DCFC | I-40 | Kodak | 8 | Electrify America | TBD | TBD |
| 121816 | DCFC | 1-40 | Memphis | 4 | Electrify America | TBD | TBD |
| 311137 | DCFC | I-81 | White Pine | 4 | eVgo Network | TBD | TBD |
| 311136 | DCFC | I-40 | Knoxville | 4 | eVgo Network | TBD | TBD |