



Tennessee Electric Vehicle Infrastructure (TEVI)

2023 TEVI Program Guidance Document

Summary:

The National Electric Vehicle Infrastructure (NEVI) Formula Program is a \$5 billion Program established by the Infrastructure Investment and Jobs Act (IIJA) to build a national network of electric vehicle (EV) charging infrastructure along federally designated Alternative Fuel Corridors (AFCs) by 2030. The NEVI Program will provide funding to state governments over the next several years to strategically deploy EV charging infrastructure and increase access to charging infrastructure for the public traveling in EVs across states and nationwide. The State of Tennessee expects to receive approximately \$88.3 million in NEVI Formula funding over 5 years (FY2022-2026).

The Tennessee Department of Transportation (TDOT) will solicit Applications for grant funding under the NEVI-funded Tennessee Electric Vehicle Infrastructure (TEVI) Program. Awardees will purchase, install, own, operate, maintain, and report on Program-funded EV charging infrastructure throughout the state of Tennessee. Initial NEVI Formula Program funds will be directed to Federal Highway Administration (FHWA) designated AFCs for EVs to support the build out of a national network, particularly along the Interstate Highway System.

To prepare Applicants to apply for funding under the TEVI Program, and successfully administer projects under the Program, TDOT has developed this TEVI Program Guidance Document to outline NEVI Program requirements as well as State requirements for the purchase and installation of NEVI-compliant EV charging infrastructure.

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I. Definitions and Terminology

Alternative Fuel Corridor (AFC): A portion of the US Highway System designated as an EV charging corridor by FHWA pursuant to 23 U.S.C. 151.

Applicant: An entity that submits a formal Application to TDOT in response to the Notice of Funding Opportunity (NOFO).

Application: A formal request to TDOT for project funding as outlined in Section IV of the TDOT NOFO.

Award: Grant amount to be dispersed to a selected Applicant, via an Award Agreement.

Awardee: The grant Applicant(s) selected to receive funding by TDOT.

Award Agreement: A legally enforceable document containing terms and conditions between TDOT and Awardee.

Bipartisan Infrastructure Law (BIL): A generational investment in our nation's infrastructure. It makes the largest investment in bridges since the interstate system was built, the largest investment in transit in U.S. history, the greatest investment in passenger rail since the creation of Amtrak, and the largest investment in EV infrastructure in U.S. history. The Bipartisan Infrastructure Law (BIL) includes five-year reauthorization (FY22-26) of surface transportation programs and direct advanced appropriations.

Charger: A device with one or more charging ports and connectors for charging EVs, also referred to as EV charging infrastructure.

Charging Network: A collection of EV charging infrastructure located on one or more properties that are connected via digital communications to manage the facilitation of payment, EV charging, and any related data requests.

Charging Network Provider: The entity that operates the digital communication network that remotely manages the EV chargers.

Charging Infrastructure: Infrastructure that includes the EV charger hardware, networking system, and supporting electrical equipment.

Commissioning: Commissioning is complete when the charging infrastructure is installed according to plan, is operational according to the specifications, is open for public use, and all construction, utility service, and ancillary construction activities are complete, including but not limited to permitting, site cleanup, landscaping, paving and patching, pavement marking, sign installation, etc.

Conditional Awardee: Entity has been selected for funding but has not yet signed an Award Agreement with TDOT.

Connector: The device at the end of a charger cord that attaches to the EV to transfer electricity (e.g., Combined Charging System (CCS) connector, CHAdeMO connector, North American Charging Standard (NACS) connector).

Cost Share: A non-federal funding source that the Applicant must commit to the project as its share of the overall eligible project costs.

Direct Current Fast Charger (DCFC): A charger that enables rapid charging by delivering direct-current (DC) electricity directly to an EV's battery.

Electric Vehicle (EV): A motor vehicle powered by an electric motor that draws electricity from a battery and is capable of being charged from an external source. For the purposes of this NOFO, the focus is primarily passenger vehicle EVs, and this definition does not include golf carts, electric bicycles, or other micro-mobility devices.

Electric Vehicle Infrastructure Training Program (EVITP): A comprehensive training program for the installation of EV charging infrastructure. For more information, refer to <https://evitp.org/>.

Evaluation Zone: A strategically designed and measured area along Tennessee's designated AFC interstate system that provides a focused section of the corridor to compare similar TEVI Program Applications.

Federal Share: The portion of the Awardee's overall eligible reimbursable project cost to be covered by federal funding.

The Infrastructure Investment and Jobs Act (IIJA): Also referred to as the Bipartisan Infrastructure Law (BIL), this Act was signed into law by President Biden on November 15, 2021. The law authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward "new" investments and programs.

National Electric Vehicle Infrastructure Formula Program (NEVI Formula): Program established by the IIJA to build a national network of EV charging infrastructure along federally designated AFCs by 2030.

National Environmental Policy Act (NEPA): The requirement that federal agencies assess the environmental effects of their proposed actions prior to making decisions, as defined by the National Environmental Policy Act of 1969.

Notice of Acceptance (NoA): TDOT-issued notice confirming all Project construction work has been completed and equipment is operational.

Notice of Completion (NoC): TDOT-issued notice confirming that the Awardee has met all project requirements and TDOT has reviewed and approves of the completion of the project.

Notice of Funding Opportunity (NOFO): TDOT's formally issued announcement of the availability of Federal NEVI funding in Tennessee, to be awarded through a competitive grant process, and administered in accordance with all Federal and State laws.

Notice of Selection (NoS): Formal notification from TDOT that the Application for the TEVI Program has been chosen to receive funding.

Notice to Proceed (NTP): TDOT-issued notice that the Awardee is permitted to move forward with its project.

Operations and Maintenance (O&M): Following EV charging infrastructure installation and commissioning, the minimum five-year O&M period requires that Awardees ensure that infrastructure is operational and maintained for a period of no less than five years from the initial

date of operation. O&M activities may include but are not limited to general maintenance, upkeep, monitoring, and reporting.

Project: The complete awarded scope of work as defined in the Application and Award Agreement, including the design, acquisition, installation, network connection, and commissioning, as well as operation and maintenance of qualified EV charging infrastructure as described in an Application, as well as charging infrastructure data sharing and required reporting.

Payment Methods: EV charging stations must provide a contactless payment method that accepts major credit and debit cards and accept payment through either an automated toll-free phone number or a short message/messaging system (commonly abbreviated as SMS). Payment methods must be accessible to persons with disabilities, not require a membership, not affect the power flow to vehicles, and provide access for those that are limited English proficient.

Phase I: TDOT's initial TEVI Program implementation period during which TDOT will award EV charging infrastructure projects to fill gaps along Tennessee's electric AFCs in designated evaluation zones.

Phase II: TDOT's second TEVI Program implementation period, which may include the completion of Tennessee's electric AFC build-out, and additional EV charging infrastructure projects in Tennessee.

Port: The system within a charger that enables the charging of an EV. A charging port may have multiple connectors, but it can provide power to charge only one EV through one connector at a time.

Project site: The location(s) proposed by an Applicant for EV charging infrastructure installation as well as the location(s) ultimately selected by TDOT to receive funding to support infrastructure development.

Secure payment method: A type of payment processing that ensures a user's financial and personal information is protected from fraud and unauthorized access.

Site Host Agreement: An agreement between the Awardee and the property owner (if the property owner is different than the Awardee) that provides the Awardee with a contractual right to install, own, operate, and maintain EV charging infrastructure on the property.

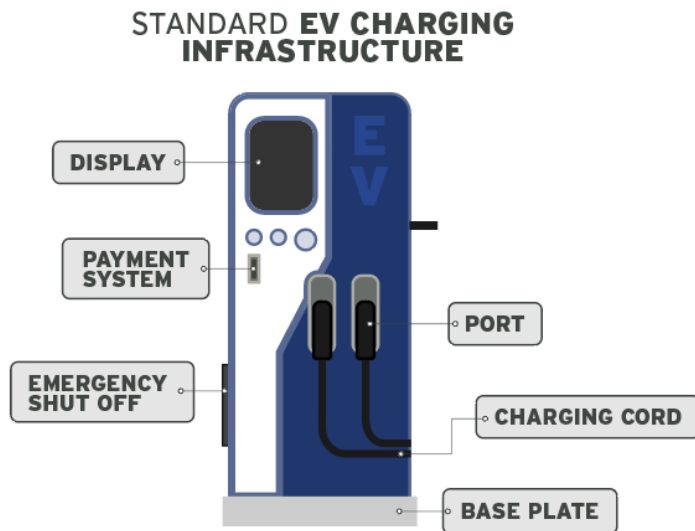
Tennessee Electric Vehicle Infrastructure (TEVI) Program: TEVI is the State-specific Program for implementing NEVI Formula funding in the State of Tennessee. Tennessee's TEVI Deployment Plan was developed in accordance with the NEVI guidance and details how the State of Tennessee will deploy EV charging infrastructure and support the establishment of an interconnected network across the nation.

Uptime: When an EV charger's hardware and software are both online and available for use, or in use, and the charging port successfully dispenses electricity in accordance with requirements for minimum power level.¹

¹ <https://www.federalregister.gov/d/2023-03500/p-366>

II. Equipment and Infrastructure Visualization

The following Equipment and Infrastructure Visualization guide is designed to assist Applicants in better understanding the TEVI Program funding goals in terms of equipment and layout. However, this guide is not intended to represent formal design, engineering, or installation standards, nor is it intended to substitute for proper project planning.

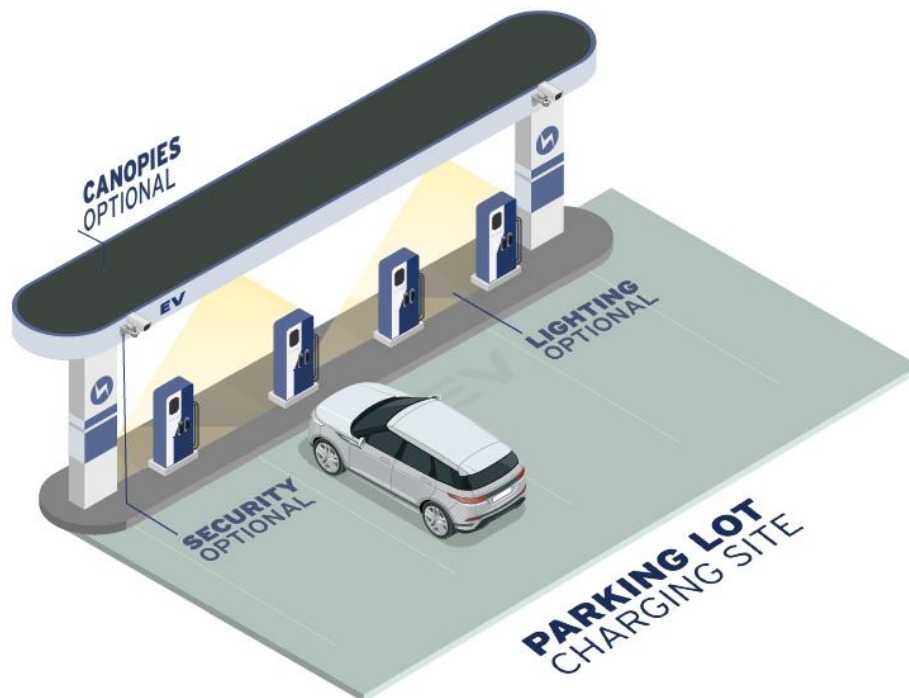


TEVI Equipment and Site Requirements:

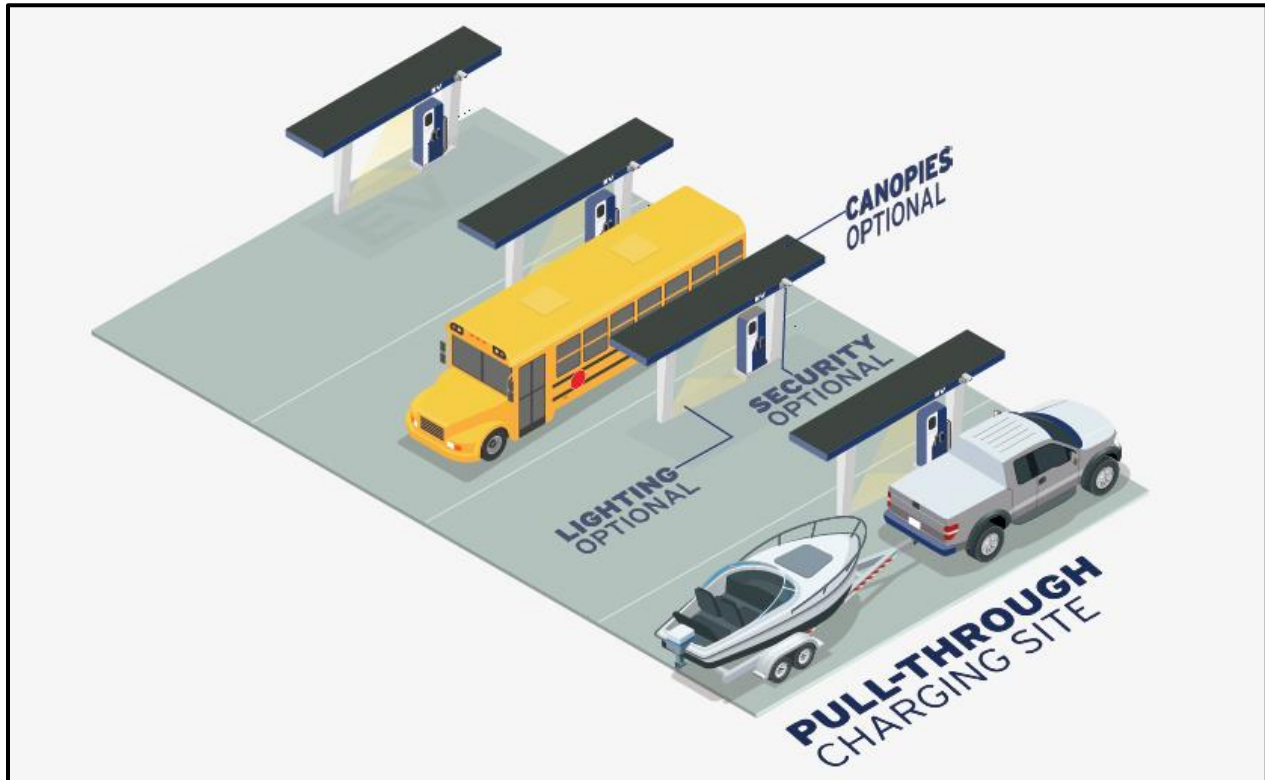
- Located every 50 miles along Tennessee’s designated AFCs
- Located within one (1) travel mile of the interstate
- Minimum of four (4) DCFC ports
- Each port must be capable of simultaneously charging a vehicle at 150kW
- Each site must be capable of producing a minimum of 600kW
- Ports must be equipped with CCS1 connectors
- Must be publicly accessible 24 hours a day, seven days a week and 365 days a year.

Sites must fully comply with [23 CFR Part 680](#)

TEVI Program Applicants have two basic layouts for NEVI compliant infrastructure, Pull-In or Pull-Through designs:



Pull-through EV charging infrastructure is designed to accommodate personal vehicles towing trailers, larger passenger vehicles such as multi-passenger vans, shuttles, and buses, as well as commercial vehicles such as box trucks and freight delivery vehicles.

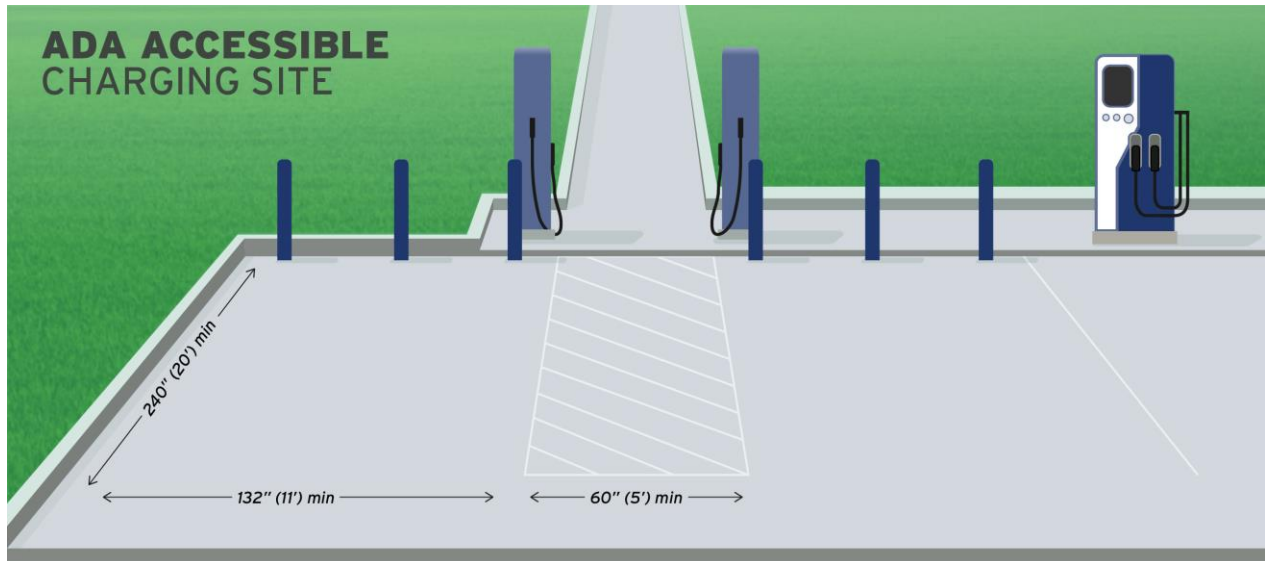


TEVI Equipment and Additional Site Considerations: The following considerations are not required, but will be considered favorably during evaluation.

- Pull-through infrastructure design
- Site future-proofing
 - Include more than the minimum of four (4) ports
 - Equip sites with power capabilities beyond the NEVI minimum requirement
 - Prepare site for additional equipment in the future
- Include physical safety features
 - Lighting
 - Security camera
 - Canopy coverage
- Additional amenities
 - Close proximity to restaurants and convenience stores
 - Restrooms open 24 hours a day, 7 days a week, 365 days a year
 - Walking paths nearby

A detailed list of equipment and additional site considerations can be found in Section IV.

The NEVI Program Final Rule² requires compliance with applicable EV charging infrastructure accessibility standards adopted by the Department of Transportation into its ADA regulations (49 CFR part 37) in 2006, and adopted by the Department of Justice into its ADA regulations (28 CFR parts 35 and 36) in 2010 ([§ 680.118](#)).



Electric Vehicle Charging Infrastructure Accessibility Considerations:

EV chargers designed to serve people who use mobility devices must be located on an accessible route and should provide:

- a vehicle charging space at least 11 feet wide and 20 feet long
- adjoining access aisle at least 5 feet wide
- clear floor or ground space at the same level as the vehicle charging space and positioned for an unobstructed side reach
- accessible operable parts, including on the charger and connector

Accessible communication features enable people who are deaf or hard of hearing, people with vision impairments (but who drive), little people, and other people with disabilities who might not need accessible mobility features (like access aisles) to use an EV charger.

For complete guidance on design recommendations for accessible electric vehicle charging infrastructure, visit the [U.S. Access Board](#) website.

² <https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements#sectno-reference-680.104>

III. NEVI Final Rule Guide

The table below outlines the NEVI Standards and Requirements for the Program’s [Final Rule](#). The Rule section column provides a direct link to the noted rule section, and the subsection detail links provide a direct path to the individual subsections of the Final Rule.

Rule Section	NEVI Final Rule Section Title	NEVI Final Rule Subsection Detail
§680.100	Purpose	Summary of the Program
§680.102	Applicability	Defining the type and source of funding
§680.104	Definitions	Complete list of terms and definitions from the Final Rule
§680.106	Installation, Operation, and Maintenance by Qualified Technicians of Electric Vehicle Charging Infrastructure	<ul style="list-style-type: none"> ▸ Procurement process ▸ Number of charging ports ▸ Connector type ▸ Power level ▸ Availability ▸ Payment methods ▸ Equipment Certification ▸ Security (physical & cyber) ▸ Long-term stewardship ▸ Qualified technician ▸ Customer service ▸ Customer Data Privacy ▸ Use of program income
§680.108	Interoperability of Electric Vehicle Charging Infrastructure	<ul style="list-style-type: none"> ▸ Charger-to-EV communication ▸ Charger-to-Charger-Network Communication ▸ Charging-Network-to-Charging-Network Communication ▸ Network switching capability
§680.110	Traffic Control Devices or On-Premises Signs Acquired, Installed, or Operated	<ul style="list-style-type: none"> ▸ Manual on Uniform Traffic Control Devices for Streets and Highways ▸ On-premises signs
§680.112	Data Submittal	<ul style="list-style-type: none"> ▸ Quarterly data submittal ▸ Annual data submittal ▸ One-time data submittal ▸ Community engagement outcomes report
§680.114	Charging Network Connectivity of Electric Vehicle Charging Infrastructure	<ul style="list-style-type: none"> ▸ Charger-to-charger-network communication ▸ Interoperability ▸ Charging-network-to-charging-network communication (see also §680.108) ▸ Charging-network-to-grid communication ▸ Disrupted network connectivity
§680.116	Information on Publicly Available Electric Vehicle Charging Infrastructure Locations, Pricing, Real-Time Availability, and Accessibility Through Mapping Applications	<ul style="list-style-type: none"> ▸ Communication of price ▸ Minimum uptime (definition and calculation) ▸ Third-party data sharing
§680.118	Other Federal Requirements	<ul style="list-style-type: none"> ▸ Buy America and Build America ▸ Davis Bacon Federal Wage Rate ▸ American 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 ▸ The National Environmental Policy Act of 1969 (NEPA)

IV. Considerations for Developing a Highly Responsive TEVI Application

TEVI Gap Coverage

Carefully consider the placement of charging sites along the AFC. The goal is to ensure that charging sites are strategically located every 50 miles along eligible corridors. A competitive Application should aim to optimize the spacing between sites, effectively minimizing the total number of chargers required to achieve the desired fully built-out status.

- **Highly Responsive Recommendation:** Identify sites that are both compliant with NEVI spacing requirements and as equidistantly spaced as possible from existing charging locations and/or other NEVI-compliant chargers on the AFC (if the location of a compliant charger is known).

Project Site Readiness

Environmental

Identify a site that is less likely to require extensive environmental evaluation. Sites on existing paved lots, with no ongoing environmental remediation activities, and outside of designated historic sites, wetlands, and floodplains will lead to the least extensive environmental clearance requirements. **TDOT will lead the NEPA process in coordination with Conditional Awardees.**

- **Highly Responsive Recommendation:** Identify sites that are located on an existing, paved area to expedite the environmental review and permitting process, leading to a more efficient and strategic deployment of EV charging infrastructure.

Power Availability

When selecting a project site, it is important to prioritize those with access to an ample supply of electrical power. Such sites should ideally not necessitate significant utility upgrades to meet the minimum electricity requirements outlined in the NEVI Program ([§680.106](#)). Contact the local power company that services the site for more information on current power capacity.

- **Highly Responsive Recommendation:** Identify sites with 3-phase commercial power available or in close proximity, requiring minor or no utility upgrades.

Amenities

TEVI funded sites are intended to serve motorists and fleets year-round in locations that are safe and that have amenities for users. Enhancing the appeal of the project site for both the Program and customers can be achieved by locating infrastructure sites near amenities within a convenient walking distance.

- **Highly Responsive Recommendation:** Desirable amenities may include, but are not limited to, well-maintained walking paths, micro-mobility options, accessible 24/7 restrooms, dine-in restaurants, or convenience stores.

Team Qualifications

To ensure a smooth and efficient process, it is advisable to assemble a project team with a proven track record in deploying EV charging infrastructure and delivering successful projects. It is essential that the Application includes qualified team members who specialize in all phases of the project, including planning, procurement, installation, operation, and maintenance. This comprehensive approach will contribute to a more streamlined and effective project execution.

- **Highly Responsive Recommendation:** Team members have experience in EV charging infrastructure design, installation, operations, and maintenance. The team is also able to demonstrate compliance with required NEVI workforce certifications (e.g., has EVITP certified electricians on staff).

Project Future Proofing

When designing and developing a project, it is important to consider the "dig once" philosophy, which involves preparing the project site from the beginning to facilitate easy future upgrades to accommodate growing demand and evolving needs. By incorporating this forward-thinking approach, the project site can be efficiently set up to minimize disruption and maximize scalability in the face of increasing future demands. This includes considerations for both underground utilities and spacing, as described below.

- **Highly Responsive Recommendation:** Planned improvement will demonstrate consideration of a "dig once" approach.

Underground Utilities

Advanced collaboration with the designated local power company to ensure that the project site is equipped with power exceeding the minimum requirement specified by the NEVI Program ([§680.106](#)) is highly recommended. In addition, Applications that proactively anticipate future demand will be viewed favorably.

- **Highly Responsive Recommendation:** Plan and install electrical infrastructure now, as appropriate, to minimize the cost and disruption of anticipated near-term expansion.

Spacing at the Site

When selecting a site, it is advisable to choose a location that allows for future expansion to accommodate additional parking.

- **Highly Responsive Recommendation:** Identify a site that has the capability to be expanded in the future to accommodate additional EV charging infrastructure.

Committed Cost-Share

To maximize the impact of the TEVI Program and accelerate the development of Tennessee's charger network along the AFCs, it is recommended to provide non-federal cost-share contributions beyond the minimum requirement of 20%. By offering additional cost-share, projects can stretch the available funding, enabling the support of a greater number of charging sites under the Program. This approach will enhance the overall accessibility of EV charging infrastructure in Tennessee.

- **Highly Responsive Recommendation:** Identify opportunities to contribute non-federal cost-share beyond the 20% Program minimum requirement.

Safety & Security

Physical Safety

When developing the project site, safety is a top priority. Competitive Applications should demonstrate thoughtful measures that prioritize user safety during the charging experience. Including 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.

- **Highly Responsive Recommendation:** Identify physical safety features that will provide a safer experience for EV charging infrastructure users. Include additional lighting, video surveillance, and emergency features.

Cybersecurity

Reference the cybersecurity goals outlined within the TEVI Deployment Plan³ as well as the example cybersecurity contract clauses highlighted within the Joint Office of Energy and Transportation's webinar⁴ on EV Charging Infrastructure Cybersecurity Best Practices. TDOT places a high priority on cybersecurity and safeguarding customer information and data. Giving extra attention to cybersecurity measures will enhance the strength of Applications. Including comprehensive strategies to address cybersecurity concerns demonstrates a commitment to protecting sensitive data and reinforces the project's reliability.

- **Highly Responsive Recommendation:** Identify cybersecurity measures that can be taken to safeguard equipment and the related network. Review the sample cybersecurity procurement clauses for EV charging infrastructure webinar⁵ hosted by the Joint Office of Energy and Transportation, and reference specific clauses that may be utilized when coordinating with a Project team if awarded. Cite any practices or provisions that will be used to ensure effective cybersecurity of EV charging infrastructure.

Accessibility & Design

Americans with Disabilities Act (ADA) Accessibility

Project sites that go beyond the standard ADA guidelines by providing additional accommodations will contribute to a more inclusive charging network solution. By considering and implementing accessibility features beyond the minimum requirements, the project will ensure equal access and a more accessible charging experience for all users, both now and in the future.

- **Highly Responsive Recommendation:** Identify pathways to exceed ADA requirements of the NEVI Program. Applications can include considerations from the US Access Board's [Design Recommendations for Accessible Electric Vehicle Charging Infrastructure](#).

Larger Vehicles

By considering the needs of larger vehicles, the site will be prepared for the future expansion of EV technology into the medium and heavy-duty vehicle space. This forward-thinking approach will ensure that the project site remains versatile and adaptable to emerging EV advancements.

- **Highly Responsive Recommendation:** Identify design opportunities (e.g., pull-through capabilities) that will accommodate larger vehicles. As AFC build outs begin to consider heavy-duty fleet deployments, right-sizing EV charging infrastructure sites will ensure larger vehicles can access charging.

³ https://www.fhwa.dot.gov/environment/nevi/ev_deployment_plans/tn_nevi_plan.pdf

⁴ <https://driveelectric.gov/webinars/cybersecurity-procurement>

⁵ <https://driveelectric.gov/webinars/cybersecurity-procurement>

General Design

When selecting a site, consider various factors such as minimizing disruptions to local businesses and parking availability for their customers. Choose an area where EV owners will have space to park their vehicles after the charging session is complete. Additionally, select a location that does not interfere with sweeping and snow removal activities. By taking these factors into account, the project site can be strategically positioned to ensure convenience, accessibility, and minimal impact on local operations and maintenance activities.

- **Highly Responsive Recommendation:** Identify a design plan that allows for ease of maneuverability of maintenance equipment. Thoughtful consideration around placement of EV charging infrastructure will ensure minimal disruption of the site and surrounding areas.

Annual Average Daily Traffic (AADT)

To ensure optimal utilization and appropriate design of access points, it is recommended to review reports or studies⁶ that provide statistics on traffic patterns around the site. By examining such data, valuable insights can be gained regarding the volume and flow of traffic in and around the vicinity. This information will aid in making informed decisions about equipment utilization and the design of effective access points that align with the traffic patterns of the area.

- **Highly Responsive Recommendation:** Identify the most practical and logical entry and exit points for the EV charging infrastructure site. Considerations around traffic and traffic patterns will ensure the site is easily accessible to all users.

Extended Long-Term Stewardship

When submitting an Application for the TEVI Program, it is important to include plans for ownership, operation, and maintenance that go beyond the minimum requirement of five years of O&M. Applications that outline long-term stewardship, beyond the five years, and provide assurances for the continued reliability of the EV charging infrastructure network in Tennessee are preferred.

- **Highly Responsive Recommendation:** Identify and define plans for equipment maintenance, upkeep, and usage for both the site and EV charging infrastructure beyond the five-year NEVI Program minimum O&M requirement.

Networking and Data

When developing Applications, it is important to incorporate additional networking safeguards and equipment to ensure uninterrupted access to wired broadband or cellular networks. By implementing forward-thinking solutions to address potential data and networking interruptions, Applications can establish a more reliable and robust system of EV charging infrastructure in Tennessee. This proactive approach will enhance the overall performance and accessibility of the EV charging infrastructure network, providing a seamless charging experience for users.

- **Highly Responsive Recommendation:** Identify opportunities to ensure network and grid connectivity and reliability. Outline clear plans to meet or exceed the 97% uptime requirement in the NEVI Program.⁷

⁶ <https://tdot.public.ms2soft.com/tcds/tsearch.asp?loc=Tdot&mod=TCDS>

⁷ <https://www.federalregister.gov/d/2023-03500/p-431>

Workforce Development

Applications that include information on how the project will support Tennessee's workforce development strategy and efforts around EV charging infrastructure in the state will support a robust state-wide EV charging infrastructure workforce development plan.

- **Highly Responsive Recommendation:** Identify how the project will help support Tennessee's workforce development strategy by detailing how the project team will identify skill gaps, provide training, and/or address emerging needs.

Justice40 and Equity

When selecting a site for deployment, it is important to consider underserved urban or rural areas that could benefit from the project. Take into account the guidance provided by the federal Justice40 initiative, which establishes the goal that at least 40% of the benefits from NEVI-related investments flow to disadvantaged communities, which are identified by the Federal government by census tract.⁸ Prioritize project sites that address transportation barriers faced by rural, suburban, tribal, and urban communities, with a focus on affordability, equity, reliability, and safety. By considering these factors, the project can have a more significant impact on communities in need of accessible and sustainable transportation options. A few tools and resources that may be helpful in evaluating disadvantaged communities and potential benefits for such communities include the Electric Vehicle Charging Justice40 Map Tool,⁹ the USDOT's Equitable Transportation Community (ETC) Explorer, and the Climate and Economic Justice Screening Tool.¹⁰

Consider a project approach that would support the inclusion of Disadvantage Business Enterprise (DBE) and Minority Business Enterprise (MBE) Programs. Applications that include participation with one or more small businesses will also make for a stronger Application.

- **Highly Responsive Recommendation:** Include information on how Justice40, equity, and DBE or MBE participation is incorporated into the project plan.

Thoroughness of Project Budget

Include a comprehensive budget covering all project costs, including non-binding quotes and estimated utility expenses, for an accurate and transparent overview of financial requirements and effective resource allocation.

- **Highly Responsive Recommendation:** Identify opportunities to include detailed non-binding cost quotes that tie-out to project expenses listed in the Application.

Utility Coordination

When planning the Project, it is important to establish clear coordination with the relevant electricity provider / local power company. This coordination will provide an understanding of the utility costs associated with bringing sufficient electrical power to the site.

- **Highly Responsive Recommendation:** Identify the applicable local power company for the Project site. Coordinate to gather information on necessary utility upgrades ahead of the submission of the site's Application.

⁸ <https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>

⁹ <https://www.anl.gov/esia/electric-vehicle-charging-equity-considerations>

¹⁰ <https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>

Code and Zoning Pre-Planning

Prioritize pre-planning by engaging with local and municipal contacts in the Project site's jurisdiction to gather information on code and zoning requirements. Having a clear understanding of these local regulations will facilitate a smoother project administration process and ensure compliance with all local requirements.

- **Highly Responsive Recommendation:** Identify local codes and permitting requirements, ahead of submission, that would impact the timeline of the Project. Coordinate with municipalities to understand and narrativize steps taken to pre-plan around location-specific requirements.

Novel Project Approach

Distributed Energy Resources (DERs), Including Solar and Battery Storage

Applications that embrace innovative solutions to reduce grid impact and promote alternative energy sources demonstrate a creative and forward-thinking approach to the Program. By incorporating these sustainable energy solutions, the project can contribute to a greener and more resilient future.

- **Highly Responsive Recommendation:** Identify steps that could be taken to create a creative, more sustainable approach to the Project, such as including solar and battery back-up systems as optional site considerations.