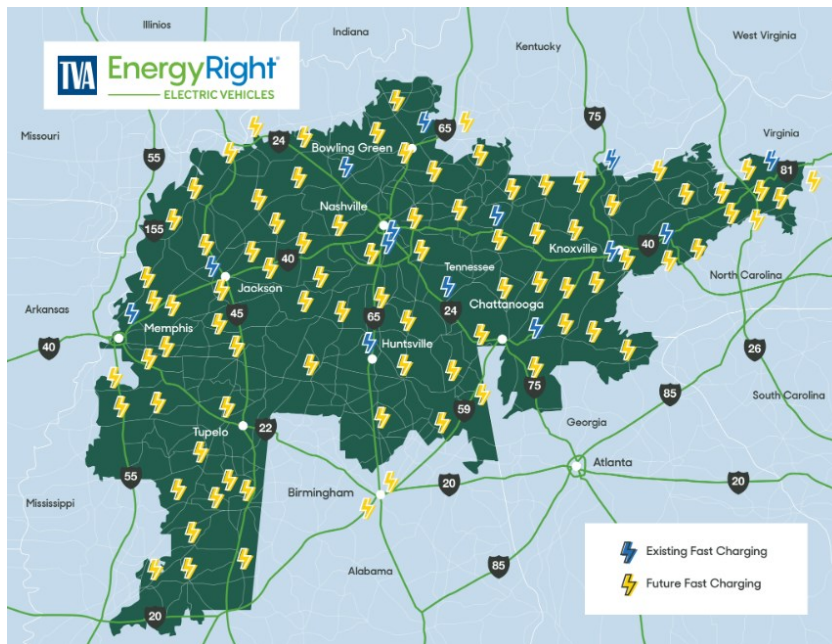


Improving charging infrastructure availability: The Fast Charge Network

Tennessee Valley Authority (TVA) is building partnerships with state agencies, local power companies and third-party developers to create a foundational network of public fast charging stations in its seven-state region. The program is designed to support installing fast charging station at least every 50 miles along interstates and major highways.



TVA and other funding partners such as the Tennessee Department of Environment and Conservation (TDEC) in Tennessee are working together to provide funding for fast charger development.

Programs will provide 80% reimbursement (up to \$150,000) of eligible costs for each fast charger installed along targeted roads. Program participants, such as Local Power Companies (LPCs), will be required to provide at least 20% cost share of the total project cost.

The goal is to work with LPCs to install, own and operate fast charging stations to ensure interstates and major highway corridors are covered with fast chargers at least every 50

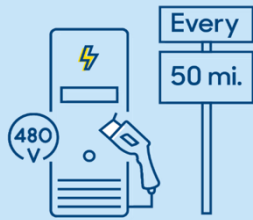
Fast Charge Network Overview

The shared goal of TVA, LPCs and state agencies is increasing the number of consumers choosing EVs in the area, as well as enabling long-distance travel by EV drivers throughout the Southeast with a foundational network of public fast charging stations.

TVA and LPC investment in a foundational network can build a sustainable EV market future where private investment and development can flourish. By removing the top market barriers facing consumers, such as “range anxiety” due to limited charging locations, TVA anticipates the number of EVs across its service territory to increase from approximately **20,000 (in July 2021)** to well over 200,000 by 2028.

To optimize available funding sources, TVA and program partners will structure development in phases.

- Initial eligible applicants shall include TVA-served Local Power Companies (LPCs) whose service territory are located along prioritized corridor gaps. An interactive version of the corridor gap map may be accessed [here](#).
- Later rounds of funding may expand applicant eligibility to include local government entities, private companies, and/or non-profits.



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Funding & Reimbursement

For selected, eligible projects, the program will provide up to **80%** of the cost to purchase, install, operate, and maintain eligible EV charging infrastructure that will be located within a prioritized corridor gap and made available to the public. This program will not support the purchase or rental of real estate, other capital costs (e.g., construction of buildings, parking facilities, etc.), or general maintenance (i.e., maintenance other than of the EV charging infrastructure). Program participants will be required to provide at least 20% of the total project cost through direct or in-kind cost share.

This program will require selected projects to include at least two DC fast chargers at each location, with the option to request to install a maximum of four DC fast chargers per location. Additionally, requests for funding may not exceed \$150,000 per fast charger to be installed. Program participants will be responsible for finding a suitable host site and purchasing, installing, owning, operating, and maintaining program-funded fast charging equipment for a period of no less than five years.

Payment of project expenses will take place on a reimbursement basis. Reimbursement will be made following charging station completion, commissioning, and submission of supporting documentation of costs incurred. TVA will provide reimbursement to LPCs through a one-time credit on their monthly wholesale power bill following approval.

Reimbursable costs include:

- Cost to purchase and install (e.g., utility make-ready) eligible EV charging infrastructure
- Support services (e.g., engineering and design, site identification and qualification)
- Operational and maintenance costs purchased upfront, including maintenance services and network fees

Non-eligible expenses include:

- The purchase or rental of real estate
- Other capital costs (e.g., construction of buildings, parking facilities, etc.)
- General maintenance (i.e., maintenance other than of the charging infrastructure)
- Legal fees associated with land acquisition

Site Selection

Site Considerations

Charging sites must follow **Site Selection Guidelines** provided by the program to ensure a positive consumer experience.



Access

- 24 /7 availability
- Publicly accessible
- No charge for entry



Nearby Amenities

- Restaurants
- Shops
- Restrooms



Corridors

- Interstates
- Major U.S. and State highways



Distance from highway

- <1 mile preferred
- 5 miles max
- 50 miles or less between Fast Charge TN Network stations



Power Supply

- Close proximity to 480V, 3 phase power
- Future upgradability



Safety

- Secure
- Well-lit
- On-site personnel

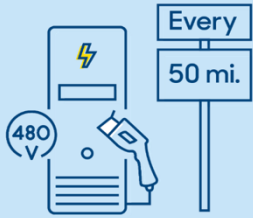


Weather Protection

- Shelter from elements is desirable, but construction of such is not reimbursable under this program

Station Proximity to Roadway

Proximity to identified corridors is one important determinant of both consumer appeal and anticipated charging station utilization.



Improving charging infrastructure availability: The Fast Charge Network

Installation Term

Program participants will have 15 months from the effective date of the **Contract** to complete the project. No-cost extensions will be evaluated on case-by-case basis.

Site Engineering and Design

- Complete environmental review and return the provided **Environmental Review Checklist**, which will be provided to selected grantees, for final site approval before beginning construction activities; additional information will be provided to outline necessary documentation and required information to complete this review.
- Design and construct site in accordance with **Minimum Technical Specifications**, which can be found in Program Guidelines, provided by the program.

Co-branding

To increase consumer awareness and recognizability of charging stations, a consistent visual design featuring program partner co-branding will be leveraged. Guidance on design and process will be provided by the program.

EV Rate & Pricing

- TVA's EV rate (wholesale EV Rate plus Valley-wide retail adders) is recommended, but LPCs retain rate setting flexibility for electric services.
- Consumer pricing for charging services will be set by station owners and is not regulated by TVA.

Program Income

All program income (gross income earned by the program participant that is directly generated by the project or earned as a result of the project funding during the contract term) must conform with program income requirements in that such income must be reinvested in or used to defray ongoing costs of the project (e.g., other maintenance fees).

Operation & Maintenance Term

Program participants will be responsible for owning, operating, and maintaining program-funded fast charging equipment for a period of no less than five years. After termination of the contract term, property disposition requirements may apply depending on the funding source.

Site Acquisition

- A site host agreement or other documentation will be required to show that the program participant has been granted access to the property where charging stations are to be installed. If a program participant owns the property, this will be confirmed via a **Verification of Property Ownership Form** provided by the program. The purchase or rental of real estate is a non-reimbursable cost under the program.

Equipment Acquisition

Purchase and install charging stations that meet the **Minimum Technical Specifications**, which can be found in the Program Guidelines, provided by the program.

Reporting & Station Access

- Program participants will be required to report station usage (or allow "view access" to the charging network for automated monitoring and reporting) and gross income generated for the required 5 year period of operation under this program.