

GRANT APPLICATION SUMMARY SHEET

Grant Name: TN Electric Vehicle Infrastructure (TEVI) Program 25-29
Department: NDOT
Grantor: TENNESSEE DEPARTMENT OF TRANSPORTATION
Pass-Through Grantor (If applicable):
Total Applied For \$4,639,359.20
Metro Cash Match: \$927,825.70
Department Contact: Casey Hopkins
8801676
Status: NEW

Program Description:

The Electrify Music City Project increases the amount of charging infrastructure in the Nashville area to equitably meet the goals of the community and future demand for EVCI. In doing so, project costs will include efforts in site infrastructure, installation, operations and maintenance, and NES Utilities.

Plan for continuation of services upon grant expiration:

NDOT and General Services plan to continue providing EV charging services following the expiry date of the grant.

APPROVED AS TO AVAILABILITY OF FUNDS:

APPROVED AS TO FORM AND LEGALITY:

Kevin Crumbo/mjw _____ 10/30/2023 | 5
Finance Date

Courtney Mohan _____ 10/31/2023 | 8:59 AM
Date

AL K TL
APPROVED AS TO INSURANCE:

Balogun Cobb _____ 10/30/2023 | 5
Risk Management Date
Services

Freddie O'Connell _____ 10/31/2023 | 8:16 AM
Metropolitan Mayor Date
(This application is confirmed upon approval of the application by the Metropolitan Council.

Grants Tracking Form

Part One

Pre-Application <input type="radio"/>		Application <input checked="" type="radio"/>		Award Acceptance <input type="radio"/>		Contract Amendment <input type="radio"/>	
Department	Dept. No.	Contact				Phone	Fax
PUBLIC WORKS	042	Casey Hopkins				8801676	
Grant Name:	TN Electric Vehicle Infrastructure (TEVI) Program 25-29						
Grantor:	TENNESSEE DEPARTMENT OF TRANSPORTATION	Other:					
Grant Period From:	12/30/24	<small>(applications only)</small> Anticipated Application Date:		10/31/23			
Grant Period To:	12/30/29	<small>(applications only)</small> Application Deadline:		11/01/23			
Funding Type:	STATE	Multi-Department Grant		<input checked="" type="checkbox"/> → If yes, list below.			
Pass-Thru:		Outside Consultant Project:		<input type="checkbox"/>			
Award Type:	FORMULA	Total Award:		\$4,639,359.20			
Status:	NEW	Metro Cash Match:		\$927,825.70			
Metro Category:	New Initiative	Metro In-Kind Match:		\$0.00			
CFDA #		Is Council approval required?		<input checked="" type="checkbox"/>			
Project Description:			Applic. Submitted Electronically?		<input checked="" type="checkbox"/>		
<p>The Electrify Music City Project increases the amount of charging infrastructure in the Nashville area to equitably meet the goals of the community and future demand for EVCI. In doing so, project costs will include efforts in site infrastructure, installation, operations and maintenance, and NES Utilities.</p>							
Plan for continuation of service after expiration of grant/Budgetary Impact:							
NDOT and General Services plan to continue providing EV charging services following the expiry date of the grant.							
How is Match Determined?							
Fixed Amount of \$		or		20.0% % of Grant		Other: <input type="checkbox"/>	
Explanation for "Other" means of determining match:							
For this Metro FY, how much of the required local Metro cash match:							
Is already in department budget?		\$927,825.70		Fund 42021, 10101		Business Unit , 10103280, 10103210, 10103210,	
Is not budgeted?		\$0.00		Proposed Source of Match: 21 CSP and FY24-29 Operating Bud			
(Indicate Match Amount & Source for Remaining Grant Years in Budget Below)							
Cost distributed over 5 years							
Other:							
Number of FTEs the grant will fund:		0.00		Actual number of positions added:		0.00	
Departmental Indirect Cost Rate		18.83%		Indirect Cost of Grant to Metro:		\$1,048,300.92	
*Indirect Costs allowed? <input type="radio"/> Yes <input checked="" type="radio"/> No		% Allow. 0.00%		Ind. Cost Requested from Grantor:		\$0.00 in budget	
<small>*(If "No", please attach documentation from the grantor that indirect costs are not allowable. See Instructions)</small>							
Draw down allowable? <input type="checkbox"/>							
Metro or Community-based Partners:							
General Services							

Part Two

Grant Budget										
Budget Year	Metro Fiscal Year	Federal Grantor	State Grantor	Other Grantor	Local Match Cash	Match Source (Fund, BU)	Local Match In-Kind	Total Grant Each Year	Indirect Cost to Metro	Ind. Cost Neg. from Grantor
Yr 1	FY25	\$0.00	\$4,566,553.12	\$0.00	\$655,839.88	0, 10103210, 42409021	\$0.00	\$5,222,393.00	\$983,376.00	\$0.00
Yr 2	FY26	\$0.00	\$18,201.52	\$0.00	\$74,254.98	0, 10103210, 42409021	\$0.00	\$92,456.50	\$17,409.56	\$0.00
Yr 3	FY27	\$0.00	\$18,201.52	\$0.00	\$65,910.28	0, 10103210, 42409021	\$0.00	\$84,111.80	\$15,838.25	\$0.00
Yr 4	FY28	\$0.00	\$18,201.52	\$0.00	\$65,910.28	0, 10103210, 42409021	\$0.00	\$84,111.80	\$15,838.25	\$0.00
Yr 5	FY29	\$0.00	\$18,201.52	\$0.00	\$65,910.28	0, 10103210, 42409021	\$0.00	\$84,111.80	\$15,838.25	\$0.00
Total		\$0.00	\$4,639,359.20	\$0.00	\$927,825.70	0, 10103210, 42409021	\$0.00	\$5,567,184.90	\$1,048,300.92	\$0.00
Date Awarded:					Tot. Awarded:		Contract#:			
<small>(or) Date Denied:</small>					Reason:					
<small>(or) Date Withdrawn:</small>					Reason:					

Contact: juanita.paulsen@nashville.gov
vaughn.wilson@nashville.gov





Tennessee Electric Vehicle Infrastructure (TEVI) Program Application Packet

2023 TEVI PROGRAM APPLICATION PACKET

The Tennessee Department of Transportation (TDOT) is soliciting applications for grant funding under the TEVI Program. Awardees will purchase, install, own, operate, maintain, and report on Program-funded electric vehicle (EV) charging infrastructure throughout the state of Tennessee. Applicants interested in applying to the TEVI Program must complete all Application Packet information listed below.

Completed Application Packets should be emailed to TDOT.TEVI@tn.gov no later than 6:00PM (CST) on November 1, 2023, with the following subject line:

ApplicantName_EvaluationZone_TEVI_Application

Applicants are encouraged to review the TEVI Program Guidance Document, which can be found on the [TEVI website](#), to support the completion of this Application Packet.

Application Packet Contents:

Please note that templates in **Section I** (listed below) are not site specific, but designed to be re-used if the applicant is applying for more than one Project site. Templates in **Sections II-VIII** are site-specific and must be completed for each proposed Project site.

Section	Template	Site Specific	
		YES	NO
I	Project Team and Qualifications	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II	Applicant Certification Statement	<input checked="" type="checkbox"/>	<input type="checkbox"/>
III	Site Host Identification	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV	Environmental Screening	<input checked="" type="checkbox"/>	<input type="checkbox"/>
V	Utility Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VI	Application Narrative	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VII	Application Budget	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Applicant Acknowledgement

Signing below indicates certification that if selected for funding, the Applicant will:

- 1) enter into an award agreement; 2) submit/adhere to reporting requirements; and
- 3) submit a cybersecurity plan.

Casey Hopkins

 (signature)

10/30/2023

 (date)

2023 TEVI PROGRAM APPLICATION PACKET**I. Project Team and Qualifications****Applicant Type** *(please select at least one)*

<input type="checkbox"/> Corporation	<input type="checkbox"/> Local Power Company (LPC)	<input checked="" type="checkbox"/> Local Government
<input type="checkbox"/> Tribal Organization	<input type="checkbox"/> Non-Profit	<input type="checkbox"/> Other: _____

Project Team Point of Contact (POC) *(required)*

Business Name <i>(if applicable)</i> :	Nashville Department of Transportation and Multimodal Infrastructure
Contact Name:	Casey Hopkins
Phone Number:	880-1676
Email Address:	casey.hopkins@nashville.gov
Mailing Address:	750 S. 5th Street, Nashville TN 37206

Project Team Members

If known, please complete the section below. If Team Members are unknown, indicate "unknown" below. Duplicate listings of Project Team Members is acceptable.

Site Host:	General Services, NDOT
Contractor:	Unknown
Charging Infrastructure Supplier:	Unknown
Utility:	NES
Local Jurisdiction:	Metro Nashville
Operations and Maintenance Provider:	Unknown
Other <i>(please specify)</i> :	

2023 TEVI PROGRAM APPLICATION PACKET**Certifications and Affiliations** *(optional)*

Please list any team member certifications or affiliations (i.e., Licensed Professional Engineer (TN), Electric Vehicle Infrastructure Training Program (EVITP) certification, etc.)

Work, Skills, or Project Experience *(recommended)*

Please list any team members with previous work experience, skills, or project experience related to EV charging infrastructure. If applicable, please include locations, power level, and if chargers are still in service. Please also include any design, construction, operations, and maintenance experience related to EV charging infrastructure.

The City of Nashville is an active participant in the Drive Electric Tennessee (DET) program. This initiative brings together state agencies, universities, cities, utilities, EV manufacturers, advocacy groups, and private businesses to promote EV adoption in the state. Kendra Abkowitz, Chief Sustainability & Resilience Officer for the Office of Mayor Freddie O'Connell, serves as Co-Chair of the DET Policy & Programs Committee, which has focused on developing a local action plan that municipalities across the state can utilize. These state-level initiatives create a forum to facilitate communication regarding EVs among the entities of a given geographic area and serve as a foundation for implementing best practices for EV adoption in Nashville.

The General Services Department currently manages free EV charging stations across the County.

References *(optional)*

Please provide contact information for any references who could provide insight into the candidate's skills and work performance.

Additional Information *(optional)*

Please provide any additional details about the Project Team.

2023 TEVI PROGRAM APPLICATION PACKET

Please provide an explanation for how your Project Team plans to address the following considerations:

Electrical Safety

Please describe how your Project Team will address electrical safety.

To ensure availability and minimum uptime requirements of charging stations, Metro plans to implement a comprehensive management system, including real-time monitoring, data analysis for optimizing station locations, and grid capacity expansions as needed. Strict adherence to safety standards during O&M duties, clear instructions and signage for EVCI users, and regular maintenance and monitoring will also be implemented to address user-related risks.

Fire Prevention and Safety

Please describe how your Project Team will address fire prevention and safety.

Strict adherence to safety standards during O&M duties, clear instructions and signage for EVCI users, and regular maintenance and monitoring will also be implemented to address user-related risks such as fire prevention. NDOT and General Services have coordinated with Metro Fire on fire safety. As we currently manage EV chargers, we can ensure this coordination will continue with the additional stations.

Load Management / Demand Response

Please describe how your Project Team will address concerns around load management and demand response and what strategies may be implemented to reduce loads during peak energy usage.

To minimize and/or prevent negative impacts to traffic patterns, Metro has proposed and developed a wide network of EVCI locations across the city, preventing one single location from attracting an unproportional volume of users. In anticipated high-use locations, Metro has proposed several dual-port chargers to avoid long queues that could pose traffic safety risks for vehicles entering or exiting the charging location or parking lot. Metro will also include adequate signage with directions to spots where appropriate, allowing for users to safely distinguish where EV chargers are located.

2023 TEVI PROGRAM APPLICATION PACKET



II. Applicant Certification Statement

Applicant Name:	Nashville Department of transportation and Multimodal Infrastructure
Site Address:	750 S. 5th Street
Evaluation Zone:	

Financial Liabilities

Does the Applicant have any outstanding financial liabilities with State or local governments in Tennessee?		YES	NO
i.	Is the Applicant delinquent on any taxes to the State of Tennessee ("State") or to a City or County in Tennessee?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii.	Does the Applicant have financial obligations past due to the State or a State agency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii.	Is the Applicant the subject of any existing tax lien filed in the State of Tennessee?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Criminal History

Has the Applicant (including any related company or officers of the Applicant) been:		YES	NO
i.	Convicted of a felony?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii.	Convicted of any violation of State or Federal securities law?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii.	Named a party to any consent order or court entry with respect to an alleged State or Federal securities law violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Civil Suits

Has the Applicant (including any related company or officers of the Applicant) been:		YES	NO
i.	A defendant named in an action (civil or criminal) filed with a State or Federal court in Tennessee?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2023 TEVI PROGRAM APPLICATION PACKET



In the case where an Applicant has responded **YES** to any of the above questions, please provide a brief narrative explanation and attach to this Applicant Certification Statement.

A large, empty rectangular area with a light gray gradient background, intended for the applicant to provide a narrative explanation and attach supporting documents.

Statement of Certification by Applicant's Authorizing Agent

Applicant's Authorizing Agent¹ must read the Statement of Certification below and indicate agreement and acceptance by signing below. If the Application is selected for funding, this statement will be included as a legally binding exhibit in the Award Agreement.

- I. The Applicant has read and agrees to comply with the National Electric Vehicle Infrastructure (NEVI) Standards and Requirements Final Rule.²
- II. The Applicant has read and agrees to comply with all requirements outlined in the TDOT Notice of Funding Opportunity (NOFO).
- III. The Applicant will use the funding awarded under the Program for the specific purposes defined in the NOFO.
- IV. The Applicant certifies that the equipment to be purchased, and work to be done under this Program, will conform with the requirements defined in the NOFO (including but not limited to requirements specified by the Build America Buy America Act, the National Environmental Policy Act, and the Davis Bacon Act).
- V. The Applicant, or approved authorized representative, will be responsible for the operations and maintenance (O&M) of Program-funded EV charging infrastructure for a minimum period of five (5) years from the date of EV charging infrastructure is commissioned and open to the public.
- VI. The Applicant will submit all reports and documentation as required by in the NEVI Standards and Requirements Final Rule, including but not limited to quarterly, one time, and annual reports.
- VII. The Applicant will provide TDOT (or their authorized agent) with access to the equipment to be funded by this Program, the facilities where the equipment is located, and documentation related to funding received from this Program based on reasonable notice of a request for access.
- VIII. The Applicant will use the equipment purchased or installed with funding from the Program in accordance with the manufacturer's specifications.
- IX. The Applicant has received approval from the organization's governing body or chief executive to apply and make use of the funding under this Program.
- X. The Applicant is in compliance with all Federal and Tennessee environmental laws and will remain in compliance with all Federal and Tennessee environmental laws for the duration of the project reporting period.
- XI. The applicant agrees there is no known potential conflict of interest.

¹ Representative authorized to sign on behalf of the business or entity.

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

2023 TEVI PROGRAM APPLICATION PACKET

XII. As an authorized agent of the Applicant, I hereby submit this proposal to TDOT. I understand that additional information may be requested. I also understand that this document in no way constitutes a commitment of funds by the State of Tennessee for any of its programs.

I hereby represent and certify this information, to the best of my knowledge and belief, is true, complete, and accurately describes the proposal for which funding assistance is being requested.

Signature of Applicant or Authorized Agent:	<i>Casey Hopkins</i>
Date of Signature:	10/30/2023
Authorizing Agent's Name (<i>if different than applicant</i>):	Casey Hopkins
Authorizing Agent Title or Relationship to Applicant:	Grants Coordinator
Applicant (Entity) Name:	Nashville Department of Transportation and
Authorizing Agent Phone Number:	880-1676
Authorizing Agent Email Address:	casey.hopkins@nashville.gov
Authorizing Agent Mailing Address:	750 S. 5th Street, Nashville TN, 37206

2023 TEVI PROGRAM APPLICATION PACKET**III. Site Host Identification**

Application Address	750 S. 5th Street, Nashville TN 37206
Parcel Number(s)	
Legal Address ³	1 Public Square, Nashville TN 37201

The Property Owner (Host) of the land where the EV charging infrastructure Project is proposed supports the Applicant's application for TEVI Program funding. If awarded funding, the Applicant and Property Owner agree to include a Final Site Host Agreement as part of the execution of the TEVI Program contract agreement with TDOT.

EV Charging Infrastructure Project Applicant

Name: Nashville Department of Transportation and Multimodal Infrastructure

Title: Local Government

Organization: Metropolitan Governemnt of Nashville-Davidson County

Signature:

Property Owner (Host⁴) of Site of Proposed EV Charging Infrastructure Project

Name: Metropolitan Government of Nashville Davidosn County

Title: Local Government

Organization: Metropolitan Government of Nashville Davidosn County

Signature:

³ If property is not platted, note "See attached" on the line above and provide a metes and bounds legal description inclusive of coordinate system.

⁴ Or Authorized Agent, documentation of authorization to be attached to this Packet when submitting.

IV. Environmental Screening

A goal of this Program is to develop EV charging infrastructure with minimal impact to the surrounding environment. TDOT will use the Environmental Screening Questionnaire to ensure the selection of sites that help to meet this goal. The Environmental Screening Questionnaire will be used to assist in addressing requirements of the National Environmental Policy Act (NEPA) and policies and procedures as determined by TDOT and the Federal Highway Administration.

Proposed Location Site Information

General Site Information	
Applicant Name:	Nashville Department of Transportation
Proposed Location (Address or Latitude/Longitude):	
Please indicate the general land use of the proposed site. If in an existing parking lot, indicate the type of land use the parking area serves.	<input type="checkbox"/> Commercial <input type="checkbox"/> Residential <input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Recreational <input type="checkbox"/> Industrial
Is the Applicant the owner of the proposed site for the charging infrastructure?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Environmental Screening Questionnaire

In general, if the proposed EV charging infrastructure site is located within a previously developed area, which is determined to be low-impact, and associated activities such as installation of signage, construction of new utility distribution poles or underground utilities, etc. are completely within previously disturbed areas, additional review may not be required. This may include, but is not limited to, areas such as parking lots, gas stations, recently graded land, and sites situated on fill material. If the answer to any question below is YES, further review of environmental impacts by TDOT or by the Conditional Awardees, as directed by TDOT, may be required. Once selected, a change in site location may result in additional environmental review and clearance. If this occurs, the Conditional Awardee may be financially responsible for costs associated with environmental review and clearance of the new site location.

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Question	YES	NO
Will development of the charging site require ground disturbances (e.g., new utility poles) outside of existing developments such as parking lots, roadways, buildings, or other impervious surfaces and/or outside of previously disturbed land (e.g., greenfields)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will development of the charging site require impacts to an existing structure?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does this project involve the use of property protected by Section 4(f) of the Department of Transportation Act (49 USC 303)? This includes publicly owned parks, recreational areas, wildlife and waterfowl refuges, and historic sites.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will development of the charging site require a temporary or permanent change in access to the facility or existing roadway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there any known hazardous material sites that would be impacted by the development of the charging site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the proposed charging site located within a Regulatory Floodway or any other area of a 100-year floodplain as shown on FEMA Flood Insurance Rate Maps ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will development of the charging site require the removal of trees with diameters greater than three inches measured at breast height or any forest clearing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will development of the charging site require filling in of jurisdictional waters (streams and wetlands) and/or filling in streamside management zones?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the proposed charging site located within an area designated as a critical habitat for any federally protected species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will development of the charging site result in impacts to caves, sinkholes, streams, or wetlands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the proposed charging site located on the same property as, or adjacent to, a structure 50 years old or greater?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the charging site located within a zoned historic district with the National Register of Historic Places ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the charging site located on property owned by a federally recognized Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2023 TEVI PROGRAM APPLICATION PACKET

Applicants may find the resources listed below helpful in responding to parts of the Environmental Screening Questionnaire:

- [U.S. Environmental Protection Agency - EnviroMapper](#)
- [U.S. Environmental Protection Agency - NEPAassist](#)
- [TDEC Division of Underground Storage Tanks](#)
- [FEMA Flood Insurance Rate Map](#)
- [National Wetlands Inventory - Wetland Mapper](#)
- [TDEC Division of Water Resources - Data Viewer](#)
- [U.S. Fish and Wildlife Service - Critical Habitat for Threatened & Endangered Species Mapper](#)
- [National Register of Historic Places](#)
- [Tennessee Historical Commissioner Viewer](#)
- [Tennessee Historic Cemeteries Viewer](#)

Additional Environmental Information or Concerns

The following additional questions are designed to help inform TDOT of the proposed location's state of environmental readiness:

Contamination and Remediation: Are any project partners, including the site host, aware of any site contamination, remediation, or cleanup activity associated with hazardous materials? If yes, please clarify.

No.

Existing Condition of Site: Describe the current state and use of the site and detail any development that would be required to prepare for EV charging infrastructure installation. Include any applicable site development needs including plans for site acquisition, site construction, or other site preparation other than electrical power-related preparation.

This scope includes costs to procure and install new chargers and related infrastructure. It includes the cost for concrete pads and pedestals, pull boxes, conduit, electrical elements, utility relocations and adequately sized transformers to accommodate the additional load, parking stops and other site elements such as signage, security cameras, canopies, marking and lighting.

Permitting: Are there any permits or other approvals that are required to complete this project? If so, provide the status of each permit and an anticipated timeline to obtain approval. Example permit types could include air/land use, electrical, structural, zoning, local agency, or environmental.

All permitting will be done through NDOT.

2023 TEVI PROGRAM APPLICATION PACKET



Risk: Identify potential risks, issues, challenges, and needs related to the candidate site and plans for mitigating these risks.

No risks have been identified.

Applicant Certification

This certification must be completed and signed by an authorized representative or agent for the Applicant who can attest to the Environmental Screening Questionnaire's quality, accuracy, and completeness and verify that the above questions have been answered to the best of the Applicant's knowledge.

Applicant Signature: Casey Hopkins Date: 10/30/2023

V. Utility Coordination

This Utility Coordination template will provide TDOT with information to determine if the Application site will have sufficient available electric power supply for NEVI-compliant EV charging infrastructure and will provide details on non-binding cost and schedule estimates for utility make-ready and interconnection aspects of the proposed Project. This template is to be completed by the Applicant with information provided by the electric distribution utility / local power company servicing the proposed location.

Applicant Information

Applicant Authorized Agent:	
Site Location Information	
Subject Site Address	See Map
Parcel No.	
Latitude / Longitude	
Number of Chargers Anticipated	9
Anticipated Power Level of Each Charger (kW)	360

Site Electrical Distribution Service Requirements		
Type of Service⁵	YES	NO
New Service (no existing service line)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Existing Service Line	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade of Existing Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Primary or Secondary		
Primary Service (>600 volts)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Secondary Service (\leq 600 volts)	<input type="checkbox"/>	<input type="checkbox"/>
Proposed In-Service Date:		
Number and Size of Conductors: Dependent on final EVCI selected		

⁵ For any "Other" type of electrical service, please submit documentation, as an attachment to this packet, allowing TDOT to confirm the "Other" Type of Service (e.g., on-site solar generation) being proposed as an energy source is compliant with all requirements of the NEVI Standards and requirements [Final Rule](#).

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Requested Voltage/s (e.g., 3-phase 277/480V 4 wire):	Dependent on final EVCI selected
Service Capacity (amps):	Dependent on final EVCI selected
Load Requested (kVA):	Dependent on final EVCI selected

Subject Site Map Exhibit (to be attached to this packet)

Provide a Figure (attach to this packet) with an aerial view of the site. Illustrate (1) the distribution transformer location, (2) termination point, and if known, (3) the nearest 3-phase source.

Engineering and Construction Cost Estimate

This section of the Application is to be completed by the Applicant with information provided by the electric distribution utility servicing the proposed location.

Description	Anticipated Cost & Schedule	
Engineering and Construction- Cost and Schedule (1) Provide high-level cost estimate, including power transformer, terminator pole (if applicable), service lateral or conductor, and metering. (2) Include estimate (in months) for utility to procure materials and complete construction of utility-side infrastructure.	\$1,260,000	
	1 / 30 / 24	1 / 30 / 25
	12 (est. months to complete)	
Additional Engineering and Construction- Costs and Schedule (1) Estimate to include additional costs for primary line extension to customers' location and upgrades required to accommodate new load. (2) Include estimate (in months) for utility to complete additional work.	\$	
	/ /	/ /
	(est. months to complete)	
Applicant construction cost responsibilities for electric distribution service.	\$	
Utility construction cost responsibilities for electric distribution service.	\$	
Total Estimated Timeline:	1 / 30 / 24 to 1 / 30 / 25	
Total Estimated Cost to Applicant:	\$	

DC Fast Charging Rate Identification

Has the utility adopted the optional DC fast charging rate that was developed by TVA?

Yes
 No
 Unknown

VI. Application Narrative Template

Applicants should complete the following Application Narrative Template with detailed information about how their proposed project meets the TEVI Program evaluation criteria. In the sections below, please follow these steps:

- 1) Check all that apply, if there are additional elements you would like considered in your Project, please narrativize additional elements in the text box provided.
- 2) Provide additional narrative descriptions of the items checked along with any additional project details relevant for consideration in the evaluation of the Project Application.
- 3) Attach any back-up documentation such as maps, site plans, quotes, etc., as relevant, to support the information provided in this section.

Applicants should refer to the NOFO and the TEVI Program Guidance Document (Section IV Considerations for Developing a Highly Responsive TEVI Proposal), located the [TEVI website](#), to complete the following.

Amenities

(check all that apply)

<input type="checkbox"/>	Dine-in restaurants (within 0.25 miles safe walking distance)	<input type="checkbox"/>	Convenience store (within 0.25 miles safe walking distance)
<input checked="" type="checkbox"/>	Open space, benches, picnic tables	<input checked="" type="checkbox"/>	Walking paths
<input type="checkbox"/>	24/7 public restrooms	<input checked="" type="checkbox"/>	Access to micro mobility
<input checked="" type="checkbox"/>	Restrooms open during business hours	<input checked="" type="checkbox"/>	Public Wi-Fi access

Detail a plan for amenities that will be offered at the EV charging infrastructure site including, but not limited to, amenities listed above. Include an outline for ADA access considerations:

In compliance with The Americans with Disabilities Act (ADA) of 1990, Metro will consider ways to meet ADA guidelines when developing contracts with third party vendors and EV equipment providers. Although the ADA does not provide specific requirements for EV charging station parking spaces at this time, Metro plans to take guidance from the Design Recommendations for Accessible Electric Vehicle Charging Stations provided by the U.S. Access Board in August of 2022 for accessible EV charging space wherever reasonably possible.

Committed Cost-Share Contribution

(check percentage that applies)

<input type="checkbox"/>	21% - 30%	<input type="checkbox"/>	31% - 40%
<input type="checkbox"/>	41% - 50%	<input type="checkbox"/>	> 50%

Detail dollar amount (\$) and type / source of cost-share contribution to the Project:

20% percent cost share at \$927,825.70

2023 TEVI PROGRAM APPLICATION PACKET**Detailed Budget Information***(check all that apply and attach supporting documentation)*

<input checked="" type="checkbox"/>	Non-binding quote for equipment	<input checked="" type="checkbox"/>	Non-binding quote for construction and installation
<input checked="" type="checkbox"/>	Non-binding quote utility upgrade	<input type="checkbox"/>	Non-binding quote for O&M

Outline all known budget cost information and indicate if non-binding quotes are included with the submission of the Application Packet:

Please see Appendix A.

Future Proofing*(check all that apply)*

<input type="checkbox"/>	Pull-through charging design	<input checked="" type="checkbox"/>	Higher power level per port (>150kW)
<input type="checkbox"/>	Greater number of ports (>4)	<input checked="" type="checkbox"/>	Conduit for additional / future expansion

Detail a plan for future proofing at the EV charging infrastructure site including, but not limited to, considerations listed above:

Please see project narrative for more information.

Justice40*(check all that apply)*

<input checked="" type="checkbox"/>	Located in a Federally defined disadvantaged community (DAC) ⁶	<input checked="" type="checkbox"/>	Plan for including or benefitting DACs as defined by the Justice40 Program.
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Detail a plan for how the Project will comply with the Justice40 initiative:

Please see project narrative for more information.

⁶ <https://screeningtool.geoplatform.gov/en/#3/33.47/-97.5>

2023 TEVI PROGRAM APPLICATION PACKET



Long-Term Stewardship

Detail a plan for long-term stewardship beyond the Program’s required five (5) year O&M period:

Please see project narrative for more information.

Project Site Readiness

(check all that apply)

<input checked="" type="checkbox"/>	Site is located on an existing developed area (paved / gravel lot, or mowed lawn)	<input checked="" type="checkbox"/>	Ready availability or low efforts required for sufficient electric power service
<input checked="" type="checkbox"/>	Pre-planning work underway with local jurisdictions	<input checked="" type="checkbox"/>	Sites has existing EV charging infrastructure (upgrade only).

Outline the readiness of the Project site for the EV charging infrastructure project:

Please see project narrative for more information.

Project Team Experience

(check all that apply)

<input checked="" type="checkbox"/>	Lead Applicant has administered projects using Federal funding	<input type="checkbox"/>	Project team has experience installing EV charging infrastructure
<input type="checkbox"/>	Contractor has Tennessee licensed electrician with 630.106(j) ⁷ compliant certification on installation team	<input checked="" type="checkbox"/>	Site host has experience operating and maintaining EV charging infrastructure

Outline known EV charging infrastructure project or grant experience of the planned Project Team:

Please see project narrative for more information.

⁷ <https://www.federalregister.gov/d/2023-03500/p-379>

2023 TEVI PROGRAM APPLICATION PACKET**Safety (physical and cybersecurity)***(check all that apply)*

<input checked="" type="checkbox"/>	Overhead lighting at site	<input checked="" type="checkbox"/>	Video surveillance system at site
<input type="checkbox"/>	Emergency call button at site	<input type="checkbox"/>	On-site security personnel
<input type="checkbox"/>	Emergency power shut-off at site	<input checked="" type="checkbox"/>	NEVI compliant data processing ⁸

Detail plans for physical and cybersecurity safety for the site and the Project including, but not limited to, options listed above:

Please see project narrative for more information.

Workforce Development

Detail an approach for workforce development support around EV charging infrastructure deployment in Tennessee:

Please see project narrative for more information

Project Innovations and Additional Information*(check all that apply)*

<input type="checkbox"/>	Additional connector types (e.g., NACS)	<input checked="" type="checkbox"/>	Site designed for future expansion
<input type="checkbox"/>	Design accommodates med-heavy duty commercial EV charging	<input type="checkbox"/>	Solar electric generation supplying power to project's EV chargers
<input type="checkbox"/>	Site host agreements or MOUs in place with Property Owner	<input checked="" type="checkbox"/>	Battery storage supporting EV chargers

Outline elements of the Application that propose novel innovative concepts, designs, or considerations beyond the minimum requirements:

Please see project narrative for more information.

⁸ <https://www.federalregister.gov/d/2023-03500/p-386>

2023 TEVI PROGRAM APPLICATION PACKET



VII. Project Budget

Applicant Name (entity):	Metropolitan Government of Nashville-Davidson Co
Site Address⁹:	

Cost Category	Project Development Expense	O&M Year 1	O&M Year 2	O&M Year 3	O&M Year 4	O&M Year 5
Design	\$ 235,800					
Environmental						
Permitting						
Bonding						
Utility infrastructure upgrades	\$ 1,260,000					
Site preparation and construction	\$ 3,726,593					
Hardware and software						
Networking and data contract						
Maintenance services contract		\$ 0	\$ 92,456	\$ 84,112	\$ 84,112	\$ 84,112
Total Project Costs	\$ 5,222,393	\$ 0	\$ 92,456	\$ 84,112	\$ 84,112	\$ 84,112

	Dollar Amount	Percent (%)
Requested Federal Share (<i>not to exceed 80% of total project cost</i>)	\$ 4,639,359	83%
Recipient Share / Cost-Share (<i>minimum 20%</i>)	\$ 927,825	17%
Project Total	\$ 5,567,184	100%

⁹ If an address has not been assigned, please provide a parcel number

November 2023

NDOT

Electrify **MUSIC City**

Municipality Upgrades for Stations and Integrated Charging



Project Narrative



Project Location, Safety, and ADA Compliance

This proposal provides comprehensive information as required by the Tennessee Electric Vehicle Infrastructure (TEVI) Program NOFO for the Electrify MUSIC City Project (Municipality Upgades for Station and Integrated Charging). The Metropolitan Government of Nashville & Davidson County (Metro)'s vision is to create a comprehensive multimodal transportation system that better connects neighborhoods, residents, and businesses in Nashville. To achieve this, the Electrify MUSIC City Project will establish an accessible and reliable Electric Vehicle Charging Infrastructure (EVCI) network that benefits the entire community, with a particular focus on disadvantaged areas, as over 88.8% of the projects included herein target low-income, underserved, or disadvantaged communities. Throughout the selection process for the new EVCI locations, priority has been given to disadvantaged communities, with a focus on safety, community engagement, and improving public transportation options, accessibility, and affordability in Nashville.



Project Location and Background

Nashville is the largest city in Tennessee with a population of approximately 683,622 people in the Nashville-Davidson County metropolitan area. The city sees thousands of interstate and intrastate travelers every day, as it is the nexus of several major interstates, including I-24, I-40, I-65, and I-440, the home to an international airport, and positioned in the center of the country with significant amounts of freight and drivers passing through. Overall, Nashville's geospatial location and interconnectivity, combined with its diverse population and progressive culture, make it an ideal candidate for robust EVCI.

200,000

Electric Vehicles on
Tennessee Roads by 2028

25,955

Electric Vehicles
currently in Tennessee

The City of Nashville is an active participant in the [Drive Electric Tennessee \(DET\)](#) program. This initiative brings together state agencies, universities, cities, utilities, EV manufacturers, advocacy groups, and private businesses to promote EV adoption in the state. Kendra Abkowitz, Chief Sustainability & Resilience Officer for the Office of Mayor Freddie O'Connell, serves as Co-Chair of the DET Policy & Programs Committee, which has focused on developing a local action plan that municipalities across the state can utilize. These state-level initiatives create a forum to facilitate communication regarding EVs among the entities of a given geographic area and serve as a foundation for implementing best practices for EV adoption in Nashville.

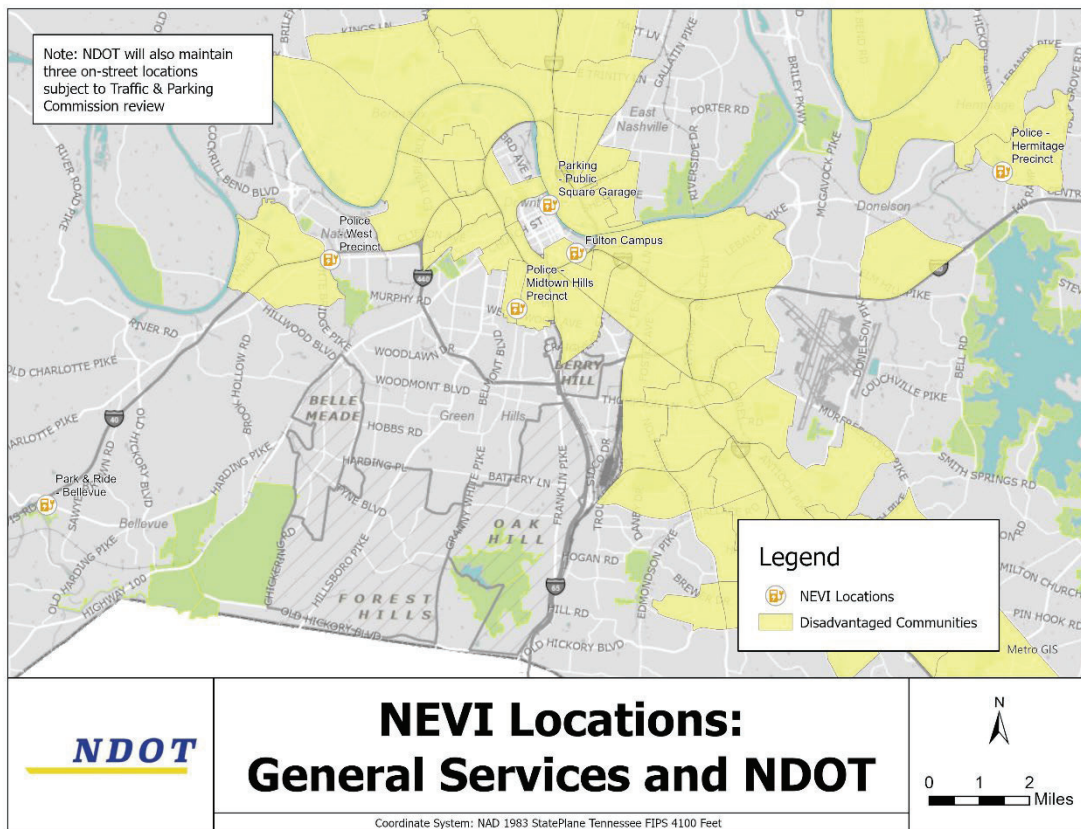
The Electrify MUSIC City Project features nine locations throughout the Nashville-Davidson County area where new NEVI-compliant Direct Current Fast Charging (DCFC) chargers are proposed. New EVCI will support our city's efforts to decarbonize the transportation sector. Fifty-one percent of Nashville's greenhouse gas emissions in 2019 were attributed to the transportation. Making EVCI available is a critical component of EV adoption.



Improvements and additions to the present infrastructure are necessary to facilitate the anticipated adoption of electric vehicles; historical data has, in parallel, expressed and supported this need. Metro Nashville Government proposes building out DCFC that will ensure Nashville’s EVCI network meets NEVI final regulations in terms of uptime and interoperability while providing a more consistent and safe user experience and promoting cleaner forms of transportation in the Nashville-Davidson County area.

The objective of this project is to enhance and expand electric vehicle (EV) charging infrastructure in the Metro Nashville area. This will be accomplished through operation of two dual-port DCFC at each site. The addition of eighteen DCFC dual-port chargers with a total of 36 ports across Metro provides the opportunity for new, state-of-the-art National Electric Vehicle Infrastructure Program (NEVI) compliant EVCI stations. All newly installed EVCI will be fully compliant with the NEVI Program’s final requirements. The project proposes eighteen new dual-port, 360kW DCFC chargers at the following strategic locations: the Public Square Parking Garage, the Fulton Campus Parking Garage, the Coley Davis park-and-ride lot, and Midtown, West, and Hermitage Police Precincts. Additionally, Metro intends to use this program to install three new installations on-street near multi-unit dwellings contingent on approval from the Traffic & Parking Commission.

The project provides close connections to Nashville’s existing transportation infrastructure, including its public transit program WeGo, which provides public transportation throughout the Nashville metropolitan area. This connection allows for commuters to utilize the park and ride service. The project sites are located along main interstate corridors and state highways, including interstates 24, 40, 65, and 440. As displayed in the figure below, the EVCI is located in or near (within 1 mile) of TDOT’s priority areas and in many cases also in Justice40 disadvantaged communities.



Project Safety

In an effort to **address all safety considerations**, Metro plans to install charging stations in areas that are safe to the **vehicles entering and leaving the sites**. Special consideration will be given to designing each charging station to provide safe vehicle access from the road, including plans to add EV charging locations on transit center signage to promote wayfinding to charging stations located at transit centers and ride-share locations. Additionally, Metro will consider implementing a comprehensive charging station management system to monitor station usage, prevent overcrowding, and minimize wait times, thus reducing any potential safety risks associated with drivers queuing for charging stations. The impact of the charging stations on traffic patterns will be carefully evaluated, and adjustments will be made as needed to maintain safety.

Potential safety risks associated with operation, maintenance, and use of the proposed EVCI include impact on traffic patterns, user-related risks such as electrical hazards and equipment malfunctions, and availability and minimum uptime requirements of charging stations.

To minimize and/or prevent negative impacts to traffic patterns, Metro has proposed and developed a wide network of EVCI locations across the city, preventing one single location from attracting an unproportional volume of users. In anticipated high-use locations, Metro has proposed several dual-port chargers to avoid long queues that could pose traffic safety risks for vehicles entering or exiting the charging location or parking lot. Metro will also include adequate signage with directions to spots where appropriate, allowing for users to safely distinguish where EV chargers are located.



To ensure availability and minimum uptime requirements of charging stations, Metro plans to implement a comprehensive management system, including real-time monitoring, data analysis for optimizing station locations, and grid capacity expansions as needed. Strict adherence to safety standards during O&M duties, clear instructions and signage for EVCI users, and regular maintenance and monitoring will also be implemented to address user-related risks.

Additionally, potential project risks associated with user safety include cybersecurity, which will require measures to protect user data privacy as well as physical security, as required to promote the overall well-being of EV charging users and their vehicular property. To minimize safety risks to EVCI users, Metro will follow the NEVI Standards and Requirements to ensure cybersecurity and physical security. To increase the security of user data, Metro will support public key infrastructure (PKI), which serves as a foundational component of authentication, information integrity, data confidentiality, and data access control. In relation to physical security, for nearly all sites, luminous on-site lighting and video surveillance is utilized to discourage inappropriate activity.

Metro is committed to prioritizing safety in the design, construction, and operation of EV charging stations to ensure **no negative impacts to the overall safety of the travelling public**. This can be achieved through various measures such as working closely with traffic management authorities, adhering to safety standards, and evaluating the impact of the charging stations on traffic patterns. Priority is given to installing easily accessible charging stations at sites with robust physical security measures in place. Metro will also pursue lighting upgrades in circumstances where current lighting may be insufficient to ensure user safety. During construction and operation of the charging stations, Metro plans to work closely with all stakeholders to adhere to all relevant safety standards and guidelines to address any potential safety concerns.

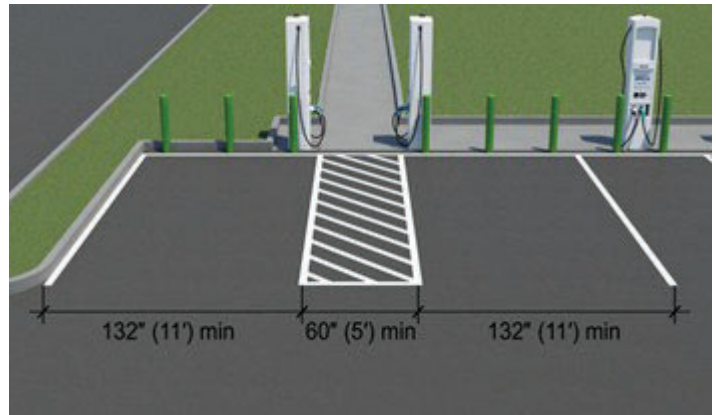


The **National Roadway Safety Strategy (NRSS)** published in January 2022 states that USDOT will work to ensure the goal of reaching zero roadway fatalities and the principles of an **integrated Safe Systems Approach** are part of the implementation of all U.S. Department of Transportation (DOT) program activities that affect the Nation's roadways. Metro's Electrify MUSIC City project supports the principles incorporated into the Safe System Approach by ensuring all threats to human safety are mitigated through intentionally safe design.

Safe designs may include but is not limited to:

- Safeguarding consumer privacy and both state and national cybernetworks through cybersecurity.
- Assessing the effects of proposed designs, taking into consideration issues such as product safety durability, strength, and usefulness.
- Designing the EVCI with backup power that can at least provide the appropriate lighting required during a power outage.
- Installing easily accessible charging stations with pull through capacity where possible near interchanges, interstates, and commercial sites with robust physical security, distanced or physically separated from high-speed traffic.
- Incorporating strategies to ensure charging stations are fully functional during extreme weather disasters and power outages, such as clean alternative energy sources including but not limited to solar PV, battery storage and backup power.

In compliance with The Americans with Disabilities Act (ADA) of 1990, Metro will consider ways to meet ADA guidelines when developing contracts with third party vendors and EV equipment providers. Although the ADA does not provide specific requirements for EV charging station parking spaces at this time, Metro plans to take guidance from the Design Recommendations for Accessible Electric Vehicle Charging Stations provided by the U.S. Access Board in August of 2022 for accessible EV charging space wherever reasonably possible. Figure 4 is a diagram from the U.S Access Board with a suggested example of EV parking space that may be used.



Project Costs

The Electrify MUSIC City Project significantly increases the amount of high speed charging infrastructure in the Nashville area to equitably meet the goals of the community and future demand for EVCI. In doing so, project costs include site infrastructure, charger procurement and installation, operations and maintenance, and Nashville Electric Service utilities. The total estimated project cost is approximately \$5.7 million as shown in Table 1, below. See the accompanying Budget Information document and Appendix A: Electrify MUSIC City Project Budget for more details.

TEVI - NOFO Grant High Level Budget Summary						
Metropolitan Government of Nashville and Davidson County						
METRO Departments are committed to contribute by at least 20% of the actual grant cost						
Description	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Site Infrastructure						
1- Equipment Cost						
* within 1 mile Radius	\$1,605,062.00					\$1,605,062.00
* Nearby Zones	\$1,284,049.60					\$1,284,049.60
2- Installation Cost						
* within 1 mile Radius	\$90,800.00					\$90,800.00
* Nearby Zones	\$72,640.00					\$72,640.00
3- Operating Cost						
* within 1 mile Radius	\$4,556.40	\$4,556.40	\$4,556.40	\$4,556.40	\$4,556.40	\$22,782.00
* Nearby Zones	\$3,645.12	\$3,645.12	\$3,645.12	\$3,645.12	\$3,645.12	\$18,225.60
4- NES Utilities						
* within 1 mile Radius	\$700,000.00					\$700,000.00
* Nearby Zones	\$560,000.00					\$560,000.00
Consultants - Electrical / Civil Engineering Services						
* within 1 mile Radius	\$131,000.00					\$131,000.00
* Nearby Zones	\$104,800.00					\$104,800.00
Sub-Total	\$4,556,553.12	\$8,201.52	\$8,201.52	\$8,201.52	\$8,201.52	\$4,589,359.20
Contingency to cover any unforeseen items / price increase and to be allocated to activities line items as needed	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$50,000.00
Total TEVI Requested Funding	\$4,566,553.12	\$18,201.52	\$18,201.52	\$18,201.52	\$18,201.52	\$4,639,359.20
Cost Match (20%)	\$655,839.88	\$74,254.98	\$65,910.28	\$65,910.28	\$65,910.28	\$927,825.70
Total Cost Match	\$655,839.88	\$74,254.98	\$65,910.28	\$65,910.28	\$65,910.28	\$927,825.70
Budget Total	\$5,222,393.00	\$92,456.50	\$84,111.80	\$84,111.80	\$84,111.80	\$5,567,184.90
Total Requested Federal Funding	\$4,639,359.20					
Metro Departments total contribution	\$927,825.70					
General Services Percentage Participation	20.00%					
Total Grant Value	\$5,567,184.90					

Table 1: Electrify MUSIC City Budget Summary



Equipment, NES Utility Costs, and Installation

This scope includes costs to procure and install new chargers and related infrastructure. It includes the cost for concrete pads and pedestals, pull boxes, conduit, electrical elements, utility relocations and adequately sized transformers to accommodate the additional load, parking stops and other site elements such as signage, security cameras, canopies, marking and lighting as noted in the Planning and Development costs. In total, these costs amount to \$4,548,351.60.

Operations and Maintenance

Operations and maintenance costs include keeping the sites operable throughout the course of the project while meeting the NEVI requirements for uptime, reliability, and other standards. This line item also includes the charging station vendor/operator fees as well as utility costs which are based on historical usage/demand rates. There is some contingency included in this item as well as it is expected for demand rates to increase over the next 5 years. In total, operations and maintenance costs amount to \$91,007.60.

Source and Amount of Funding

Metro is seeking \$4,639,359.20 total in TEVI grant funding which represents 80% of the total project cost. Metropolitan Government of Nashville and Davidson County will provide the remaining \$927,825.70 local match via a combination of in-kind and capital outlay, which represents 20% of the total project cost.

Funding Source	Amount	Share
TEVI Program	\$ 4,639,359.20	80%
Metropolitan Government of Nashville and Davidson County	\$ 927,825.70	20%
Total	\$ 5,567,184.90	100%

Innovative Payment Approaches

All charging stations proposed under this grant application will provide secure payment methods, accessible to persons with disabilities and will include RFID, Apple Pay, Google Wallet, and all major credit cards. All charging infrastructure will also provide either an automated toll-free phone number or a short message system that provides the EVCI customers with the option to initiate a charging session and submit payment. Metro's charging infrastructure will be fully compliant with the NEVI program's final regulations on payment methods and will not require a membership for use, nor delay, limit or curtail power flow to vehicles on the basis of payment method or membership and will provide access for users that are limited English proficient.

To ensure the charging stations are accessible to diverse populations, including the unbanked and underbanked, Metro plans to explore various approaches to make the use of the EV charging network affordable, including availability of charging vouchers for qualified users, offering the first 30-60 minutes as free charging, and more. If implemented, introducing vouchers as an alternative to credit cards or contactless payment methods allows individuals who are unbanked or underbanked to conveniently utilize the charging stations without relying on traditional banking services. This approach would broaden the inclusivity of the charging network and ensure that individuals from all socio-economic backgrounds can benefit from the charging stations in the Electrify

MUSIC City Project. These measures would aim to enhance accessibility to affordable and environmentally friendly transportation options for diverse populations, particularly those in historically neglected areas,



communities with significant energy burdens, and areas of persistent poverty. The aforementioned criteria will be included in Metro's EVCI procurement solicitation and subsequent contracts.

Meeting TEVI Program Requirements

Eligible Projects

The Electrify MUSIC City Project is expected to reduce greenhouse gas emissions by allowing more vehicles to charge in the Nashville area, spurring further adoption and utilization of EVs. Currently 51% of the community's greenhouse gas emissions come from the transportation sector, indicating that EV adoption is an important action in climate mitigation.

Metro will conduct a competitive procurement process to select the most qualified and cost-effective vendor to install, operate, liaise, and maintain the assets. The contract between the City and the vendor shall derive terms and conditions from U.S. DOT and TDOT guidance especially with respect to uptime, data collection and reporting, and cost sharing.

Eligible Project Costs

TEVI program funding for the Electrify MUSIC City Project will be used towards only the following activities:

- Anticipated acquisition and installation of eligible infrastructure and real estate, including construction and reconstruction, and potentially by a private entity,
- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities, which may be conducted by a private entity but overseen by Metro, and
- Contracting with a private entity for the acquisition, construction, installation, maintenance, or operation of eligible infrastructure included in the project.
- Communications with local entities and community stakeholder groups to develop relationships and awareness on using EV chargers, workforce development, and emergency awareness activities.



Safety and User Experience

Metro's Electrify MUSIC City Project incorporates various strategies to ensure the safety of all users with a goal of creating a safe and sustainable EVCI throughout Nashville. Metro performed an in-depth location analysis that allowed prioritization of sites that promote safety, considering historical data, current infrastructure, and user feedback, and TEVI program priority site locations. Cybersecurity measures, including data encryption and identity verification, will be implemented to protect user data and prevent remote attacks. To support physical safety, Metro plans to improve visibility with lighting, closed-circuit television (CCTV) cameras, and canopies at charging locations, as needed. The project also focuses on traffic safety and alleviating congestion by integrating EV charging stations with transit centers, minimizing wait times, and reducing potential safety risks associated with overcrowding. Additionally, Metro adheres to federal, state, and local design requirements, incorporates security measures to deter theft and vandalism, and aligns with the National Roadway Safety Strategy and Vision Zero Action Plan to achieve zero traffic deaths and injuries.

Project Team Experience

Metro has experience administering Federal projects, ensuring contractors have qualifications and experience in operating and maintain EV charging infrastructure.

Administering Grants – Metro has significant experience working with federal agencies through numerous formula and discretionary grant programs. Among the more notable recent grant partnerships include:

- Successful completion of a Vision Zero Action and Implementation Plan in 2022 using Congestion Mitigation and Air Quality (CMAQ) grant. The grant program was delivered under budget.
- A \$1.5 million Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant. This project is conducted in partnership with TDOT and is currently on schedule.
- A \$3.4 million CMAQ grant in 2022 to develop and operate the Nashville Traffic Management Center (TMC) for three years.
- A USDOT SMART Grant to install LiDAR at key intersections and mid-block segments to collect and evaluate “near-miss” data. This project is on schedule to be completed in 2025.

Metro will build qualifications for TEVI program compliance including the NEVI requirements into the procurement process. This will ensure that the selected vendor is aware of all programmatic requirements and has the experience to successfully implement this project.

Justice40

The Electrify MUSIC City Project aims to address longstanding issues created by the transportation networks we all depend on each day, which continue to exacerbate inequalities and difficulties for low-income people, people of color, and people with disabilities to travel where they need to go and can put them at greater risk. With eight of the nine station locations being located in Disadvantaged Communities Census Tracts from the Justice40 Screening Tool, Electrify MUSIC City takes direct and intentional action to correct this pattern of inequality. Metro's focus on affordability, accessibility, and public engagement through the project's EVCI locations drives home the TEVI program's concentration on Justice40.



Workforce Development

Metro recognizes the importance of entrepreneurship in creating high-paying jobs. Metro has programs in place to provide job training and recruitment opportunities for Nashville residents, particularly in EVCI-related projects. Metro prioritizes diversity and inclusion by implementing hiring policies that prioritize underrepresented populations, supporting employee resource groups, and providing diversity and inclusion training. Metro aims to create opportunities for minority and women-owned businesses through procurement regulations.

Furthermore, through Metro's Transportation Demand Management (TDM) Program, Nashville Connector, we will continue to educate and provide the commute options for employers and employees in the Nashville region. Nashville Connector is the one-stop shop for all commute options.

Community Engagement

As part of its planned community engagement on this project, Metro will hold a series of public information sessions regarding planned siting of EVCI and expected processes for using EVCI. This will include the opportunity for community input and will discuss how disadvantaged populations can access EVCI. In all public engagement efforts, Metro intends to take specific measures to ensure low-income communities, disadvantaged communities, communities underserved by affordable transportation, or overburdened communities are actively engaged in these outreach discussions. Such measures include developing a short "fact sheet" summarizing key information of the project to be used in public engagement activities and to provide to stakeholders to get support from community leaders.



TEVI - NOFO Grant High Level Budget Summary

Metropolitan Government of Nashville and Davidson County

METRO Departments are committed to contribute by at least 20% of the actual grant cost

Description	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Site Infrastructure						
1- Equipment Cost						
* within 1 mile Radius	\$1,605,062.00					\$1,605,062.00
* Nearby Zones	\$1,284,049.60					\$1,284,049.60
2- Installation Cost						
* within 1 mile Radius	\$90,800.00					\$90,800.00
* Nearby Zones	\$72,640.00					\$72,640.00
3- Operating Cost						
* within 1 mile Radius	\$4,556.40	\$4,556.40	\$4,556.40	\$4,556.40	\$4,556.40	\$22,782.00
* Nearby Zones	\$3,645.12	\$3,645.12	\$3,645.12	\$3,645.12	\$3,645.12	\$18,225.60
4- NES Utilities						
* within 1 mile Radius	\$700,000.00					\$700,000.00
* Nearby Zones	\$560,000.00					\$560,000.00
Consultants - Electrical / Civil Engineering Services						
* within 1 mile Radius	\$131,000.00					\$131,000.00
* Nearby Zones	\$104,800.00					\$104,800.00
Sub-Total	\$4,556,553.12	\$8,201.52	\$8,201.52	\$8,201.52	\$8,201.52	\$4,589,359.20
Contingency to cover any unforeseen items / price increase and to be allocated to activities line items as needed	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$50,000.00
Total TEVI Requested Funding	\$4,566,553.12	\$18,201.52	\$18,201.52	\$18,201.52	\$18,201.52	\$4,639,359.20
Cost Match (20%)	\$655,839.88	\$74,254.98	\$65,910.28	\$65,910.28	\$65,910.28	\$927,825.70
Total Cost Match	\$655,839.88	\$74,254.98	\$65,910.28	\$65,910.28	\$65,910.28	\$927,825.70
Budget Total	\$5,222,393.00	\$92,456.50	\$84,111.80	\$84,111.80	\$84,111.80	\$5,567,184.90

Total Requested Federal Funding	\$4,639,359.20
Metro Departments total contribution	\$927,825.70
General Services Percentage Participation	20.00%
Total Grant Value	\$5,567,184.90

TEVI - NOFO Grant Budget Summary

Metropolitan Government of Nashville and Davidson County - General Services Department

The Department is committed to contribute by at least 20% of the actual grant cost

Description	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Site Infrastructure						
1- Equipment Cost						
* within 1 mile Radius	\$321,012.40					\$321,012.40
* Nearby Zones	\$963,037.20					\$963,037.20
2- Installation Cost						\$0.00
* within 1 mile Radius	\$18,160.00					\$18,160.00
* Nearby Zones	\$54,480.00					\$54,480.00
3- Operating Cost						\$0.00
* within 1 mile Radius	\$911.28	\$911.28	\$911.28	\$911.28	\$911.28	\$4,556.40
* Nearby Zones	\$2,733.84	\$2,733.84	\$2,733.84	\$2,733.84	\$2,733.84	\$13,669.20
4- NES Utilities						
* within 1 mile Radius	\$140,000.00					\$140,000.00
* Nearby Zones	\$420,000.00					\$420,000.00
5- Consultants - Electrical / Civil Engineering Services						
* within 1 mile Radius	\$26,200.00					\$26,200.00
* Nearby Zones	\$78,600.00					\$78,600.00
Sub-Total	\$2,025,134.72	\$3,645.12	\$3,645.12	\$3,645.12	\$3,645.12	\$2,039,715.20
Contingency to cover any unforeseen items / price increase and to be allocated to activities line items as needed	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$25,000.00
Total TEVI Requested Funding	\$2,030,134.72	\$8,645.12	\$8,645.12	\$8,645.12	\$8,645.12	\$2,064,715.20
Cost Match (20%)						
* Personnel	\$112,638.24	\$54,207.92	\$48,307.48	\$48,307.48	\$48,307.48	\$311,768.60
* Fringe Benefit	\$35,917.96	\$18,135.78	\$15,691.52	\$15,691.52	\$15,691.52	\$101,128.30
Total Cost Match	\$148,556.20	\$72,343.70	\$63,999.00	\$63,999.00	\$63,999.00	\$412,896.90
Budget Total	\$2,178,690.92	\$80,988.82	\$72,644.12	\$72,644.12	\$72,644.12	\$2,477,612.10

Total Requested Federal Funding \$2,064,715.20

Metro General Services contribution -
Personnel cost & Fringe benefit \$412,896.90

General Services Percentage Participation 20.00%

Total Grant Value \$2,477,612.10

TEVI - NOFO Grant Budget Summary

Metropolitan Government of Nashville and Davidson County - NDOT Department

The Department is committed to contribute by at least 20% of the actual grant cost

Description	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Site Infrastructure						
1- Equipment Cost						
* within 1 mile Radius	\$1,284,049.60					\$1,284,049.60
* Nearby Zones	\$321,012.40					\$321,012.40
2- Installation Cost						\$0.00
* within 1 mile Radius	\$72,640.00					\$72,640.00
* Nearby Zones	\$18,160.00					\$18,160.00
3- Operating Cost						\$0.00
* within 1 mile Radius	\$3,645.12	\$3,645.12	\$3,645.12	\$3,645.12	\$3,645.12	\$18,225.60
* Nearby Zones	\$911.28	\$911.28	\$911.28	\$911.28	\$911.28	\$4,556.40
4- NES Utilities						
* within 1 mile Radius	\$560,000.00					\$560,000.00
* Nearby Zones	\$140,000.00					\$140,000.00
5- Consultants - Electrical / Civil Engineering Services						
* within 1 mile Radius	\$104,800.00					\$104,800.00
* Nearby Zones	\$26,200.00					\$26,200.00
Sub-Total	\$2,531,418.40	\$4,556.40	\$4,556.40	\$4,556.40	\$4,556.40	\$2,549,644.00
Contingency to cover any unforeseen items / price increase and to be allocated to activities line items as needed	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$25,000.00
Total TEVI Requested Funding	\$2,536,418.40	\$9,556.40	\$9,556.40	\$9,556.40	\$9,556.40	\$2,574,644.00
Cost Match (20%)	\$507,283.68	\$1,911.28	\$1,911.28	\$1,911.28	\$1,911.28	\$514,928.80
Total Cost Match	\$507,283.68	\$1,911.28	\$1,911.28	\$1,911.28	\$1,911.28	\$514,928.80
Budget Total	\$3,043,702.08	\$11,467.68	\$11,467.68	\$11,467.68	\$11,467.68	\$3,089,572.80

Total Requested Federal Funding	\$2,574,644.00
NDOT contribution	\$514,928.80
NDOT Percentage Participation	20.00%
Total Grant Value	\$3,089,572.80

Personnel

Cost of Personnel time to manage the grant through the duration of the Grant

Calculated based on expected hours spent by the grant management team working on the grant activities

** The Department will provide the cost match in terms of in-kind and/or Financial contribution through some developments at the job site if applicable to the subject grant

<u>Employee</u>	<u>Salary Hourly rate</u>	<u>Fringe Hourly rate</u>	<u>Total Salary plus fringe</u>	<u># hours Year 1</u>	<u># hours Year 2</u>	<u># hours</u>	<u># hours</u>	<u># hours</u>	<u>Total</u>	<u>Labor cost</u>	<u>Fringe</u>	<u>Total</u>
						<u>Year 3</u>	<u>Year 4</u>	<u>Year 5</u>	<u>Hours</u>		<u>Benefits</u>	<u>Salary/Fringe</u>
PI	\$62.98	\$22.37	\$85.35	104	52	52	52	52	312	\$19,649.76	\$6,979.44	\$26,629.20
Energy Manager	\$48.49	\$12.31	\$60.80	624	156	156	156	156	1248	\$60,515.52	\$15,362.88	\$75,878.40
Grants Manager	\$32.42	\$13.43	\$45.85	1040	650	468	468	468	3094	\$100,307.48	\$41,552.42	\$141,859.90
Grants Supervisor	\$47.64	\$13.51	\$61.15	884	468	468	468	468	2756	\$131,295.84	\$37,233.56	\$168,529.40
										\$311,768.60	\$101,128.30	\$412,896.90

<u>Labor</u>				
<u>Cost year 1</u>	<u>Cost year 2</u>	<u>Cost year 3</u>	<u>Cost year 4</u>	<u>Cost year 5</u>
\$6,549.92	\$3,274.96	\$3,274.96	\$3,274.96	\$3,274.96
\$30,257.76	\$7,564.44	\$7,564.44	\$7,564.44	\$7,564.44
\$33,716.80	\$21,073.00	\$15,172.56	\$15,172.56	\$15,172.56
\$42,113.76	\$22,295.52	\$22,295.52	\$22,295.52	\$22,295.52
\$112,638.24	\$54,207.92	\$48,307.48	\$48,307.48	\$48,307.48

\$311,768.60

<u>Fringe Benefits</u>				
<u>Cost year 1</u>	<u>Cost year 2</u>	<u>Cost year 3</u>	<u>Cost year 4</u>	<u>Cost year 5</u>
\$2,326.48	\$1,163.24	\$1,163.24	\$1,163.24	\$1,163.24
\$7,681.44	\$1,920.36	\$1,920.36	\$1,920.36	\$1,920.36
\$13,967.20	\$8,729.50	\$6,285.24	\$6,285.24	\$6,285.24
\$11,942.84	\$6,322.68	\$6,322.68	\$6,322.68	\$6,322.68
\$35,917.96	\$18,135.78	\$15,691.52	\$15,691.52	\$15,691.52
\$101,128.30				

Yearly \$148,556.20 \$72,343.70 \$63,999.00 \$63,999.00 \$63,999.00

\$412,896.90

Cost of necessary infrastructure to make sites ready for EV charging Stations - DCFC Charging Stations

Cost of Transformer will be obtained through Nashville Electric Services (NES) in accordance with CFR 200.320 available from Single Supplier

Hourly rates for the Electrical Technicians proposed to install all necessary site infrastructure

Categories Used	Rate	Estimated # of hours / each EV charging station	Total
Licensed Electrician Hourly rate	\$130	48	\$6,240
Apprentice - Helper hourly rate	\$90	48	\$4,320
Total Labor cost for Each EV Charging Station		1	\$10,560
Licensed Electrician Hourly rate - install Transformer	\$130	40	\$5,200
Apprentice - Helper hourly rate - install Transformer	\$90	40	\$3,600
Misc. material (wiring, cabling, conduit, ...etc.)	\$3,000	1	\$3,000
Total Labor cost to install Transformer / location			\$8,800

Contracts to be used:
 * Rains Electric contract # 460080
 * Southeast Electric Contract # 460082
 * LEE Company contract # 460081

All contracts have been competitively bid in accordance with CFR200.319

Signage Posts https://www.granger.com/search/safety/signs-facility-identification-products/signs-labels-tags/sign-posts-bases-stands-accessories/sign-posts?ts_optout=true&searchQuery=signage&categoryIndex=42
EV Signage 4 EV signs (avg: \$50.00 per EV sign)
Parking Stops 24" stop bar at \$10.00 / LF estimating 90 LF each
Concrete Pads

https://www.larsonelectronics.com/product/283615/1000-kva-pad-mount-transformer-22960v-delta-primary-480y-277-wye-secondary-knsm-belt-green?utm_campaign=12368080473&utm_source=google&utm_medium=cpc&utm_content=596985201580&keyword=&adgroup_id=137910031673&gclid=CjwKICQwsp6p6hCjARiBAd3GZuZwYIEJFkUUAuN2cctvRrPyk930eB5yCbRd_Ymmbd11H8tRkU64aAuntALw_wcB
Utility Transformer

<https://propertymanagerinsider.com/how-much-do-commercial-dc-fast-chargers-cost-2/?text=DCFC%20chargers%20cost%20%2428%2C000%20%20%24140%2C000%20installed&text=Approximate%20installation%20costs%20increase%20significantly%2015OKW%20DCFC%20%2E2%20%20%2475%2C000>
DC Fast Charger

METRO plans to utilize contracted vendors per CFR200.319

Assuming all site infrastructure services will be completed in Year 1

Sites within 1- Mile Radius		Equipment Costs												Operating Costs / Year		Installation Costs		LPC (NES) Service Costs		Total Site Costs			
Item #	Site	Managing Department	2 DCFC Stations per each site	Cable Mgmt	Pedestal	Parking Stops	EV Signage	Sign Posts	Canopy	CCTV	Lighting	Electrical Discorn	Transformers	Electrical Panels	Network Fees	Maintenance Fees	Labor	Concrete Pad	NES Transformer	LPC Make-Ready			
1	Police - West Precinct	General Services	\$ 300,000.00	\$ 2,518.20	\$ 1,294.20	\$ 900.00	\$ 200.00	\$ 400.00	\$ 5,000.00	\$ 5,000.00	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	\$ 1,700.00	\$ 624.00	\$ 287.28	\$ 10,560.00	\$ 7,600.00	\$ 115,000.00	\$ 25,000.00	\$ 480,083.68		
	Total		\$ 300,000.00	\$ 2,518.20	\$ 1,294.20	\$ 900.00	\$ 200.00	\$ 400.00	\$ 5,000.00	\$ 5,000.00	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	\$ 1,700.00	\$ 624.00	\$ 287.28	\$ 10,560.00	\$ 7,600.00	\$ 115,000.00	\$ 25,000.00	\$ 480,083.68		
				Total Equipment Cost												\$ 321,012.40	Total Op	\$ 911.28	Total Install	\$ 18,160.00	Total NES	\$ 140,000.00	

Sites in Nearby Zones		Equipment Costs												Operating Costs / Year		Installation Costs		LPC (NES) Service Costs		Total Site Costs			
Item #	Site	Managing Department	DCFC Station	Cable Mgmt	Pedestal	Parking Stops	EV Signage	Sign Posts	Canopy	CCTV	Lighting	Electrical Discorn	Transformers	Electrical Panels	Network Fees	Maintenance Fees	Labor	Concrete Pad	NES Transformer	LPC Make-Ready			
2	Duffon Campus	General Services	\$ 300,000.00	\$ 2,518.20	\$ 1,294.20	\$ 900.00	\$ 200.00	\$ 400.00	\$ 5,000.00	\$ 5,000.00	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	\$ 1,700.00	\$ 624.00	\$ 287.28	\$ 10,560.00	\$ 7,600.00	\$ 115,000.00	\$ 25,000.00	\$ 480,083.68		
3	Police - Hermitage Precinct	General Services	\$ 300,000.00	\$ 2,518.20	\$ 1,294.20	\$ 900.00	\$ 200.00	\$ 400.00	\$ 5,000.00	\$ 5,000.00	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	\$ 1,700.00	\$ 624.00	\$ 287.28	\$ 10,560.00	\$ 7,600.00	\$ 115,000.00	\$ 25,000.00	\$ 480,083.68		
4	Police - Midtown Hills Precinct	General Services	\$ 300,000.00	\$ 2,518.20	\$ 1,294.20	\$ 900.00	\$ 200.00	\$ 400.00	\$ 5,000.00	\$ 5,000.00	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	\$ 1,700.00	\$ 624.00	\$ 287.28	\$ 10,560.00	\$ 7,600.00	\$ 115,000.00	\$ 25,000.00	\$ 480,083.68		
	Total cost		\$ 900,000.00	\$ 7,554.60	\$ 3,882.60	\$ 2,700.00	\$ 600.00	\$ 1,200.00	\$ 15,000.00	\$ 15,000.00	\$ 3,000.00	\$ 3,000.00	\$ 6,000.00	\$ 5,100.00	\$ 1,872.00	\$ 861.84	\$ 31,680.00	\$ 22,800.00	\$ 345,000.00	\$ 75,000.00	\$ 1,440,251.04		
				Total Equipment Cost												\$ 963,037.20	Total Op	\$ 2,733.84	Total Install	\$ 54,480.00	Total NES	\$ 420,000.00	

Cost of necessary infrastructure to make sites ready for EV charging Stations - DCFC charging Stations

Cost of Transformer will be obtained through Nashville Electric Services (NES) in accordance with CFR 200.320 available from Single Supplier

Hourly rates for the Electrical Technicians proposed to install all necessary site infrastructure

Categories Used	Rate	Estimated # of hours / each EV	Total
Licensed Electrician Hourly rate	\$130	48	\$6,240
Apprentice - Helper hourly rate	\$90	48	\$4,320
Total Labor cost for Each EV Charging Station			\$10,560
Licensed Electrician Hourly rate - install Transformer	\$130	40	\$5,200
Apprentice - Helper hourly rate - install Transformer	\$90	40	\$3,600
Misc. material (wiring, cabling, conduit, ...etc.)	\$3,000	1	\$3,000
Total Labor cost to install Transformer / location			\$8,800

Contracts to be used:

- * Rains Electric contract # 460080
- * Southeast Electric Contract # 460082
- * LEE Company contract # 460081

All contracts have been competitively bid in accordance with CFR200.319

Signage Posts https://www.grainger.com/search/safety/signs-facility-identification-products/signs-labels-tags/sign-posts-bases-stands-accessories/sign-posts?ts_outout=true&searchQuery=signage&categoryIndex=42
EV Signage 4 EV signs (avg. \$50.00 per EV sign)
Parking Stops 24" stop bar at \$10.00 / LF estimating 90 LF each
Concrete Pads

https://www.larsonelectronics.com/product/283615/1000-kva-pad-mount-transformer-22960v-delta-primary-480y-277-wye-secondary-kran-bell-green?utm_campaign=12368080473&utm_source=google&utm_medium=cpc&utm_content=596985201580&keyword=&adgroupid=137910031673&gclid=Cj0KCQjwsp6hCFARisAD3GZuZwYJEJF-MU4Nz9ctVrPylp43t0e8SzyO8rd_Ymzn811HNRRkU4aAkunEA

Utility Transformer <https://propertymanagerinsider.com/how-much-do-commercial-dc-fast-chargers-cost/>
 2/#:~:text=DC%20Fast%20chargers%20Cost%20%2428%2C000%20to%20%24140%2C000%20Installed&text=Approximate%20Installation%20costs%20increase%20significantly,Networked%20150kW%20DCFC%20%E2%80%93%20%2475%2C000

DC Fast Charger METRO plans to utilize contracted vendors per CFR200.319

Assuming all site infrastructure services will be completed in Year 1

Sites within 1- Mile Radius		Equipment Costs													Operating Costs / year			Installation Costs		LPC (NES) Service Costs		Total Site Costs
Item #	Site	Managing Depart	DCFC Station	Cable Mgmt	Pedestal	Parking Stops	EV Signage	Sign Posts	Canopy	CCTV	Lighting	Electrical Disco	Transformers	Electrical Panels	Network Fed	Maintenanc	Labor	Concrete Pad	NES Transformer	LPC Make-Ready		
1	Park & Ride - Bellevue	NDOT	\$ 300,000.00	\$ 2,518.20	\$ 1,294.20	\$ 900.00	\$ 200.00	\$ 400.00	\$ 5,000.00	\$ 5,000.00	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	\$ 1,700.00	\$ 624.00	\$ 287.28	\$ 10,560.00	\$ 7,600.00	\$ 115,000.00	\$ 25,000.00	\$ 480,083.68	
2	On-Street Parking Spot #1	NDOT	\$ 300,000.00	\$ 2,518.20	\$ 1,294.20	\$ 900.00	\$ 200.00	\$ 400.00	\$ 5,000.00	\$ 5,000.00	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	\$ 1,700.00	\$ 624.00	\$ 287.28	\$ 10,560.00	\$ 7,600.00	\$ 115,000.00	\$ 25,000.00	\$ 480,083.68	
3	On-Street Parking Spot #2	NDOT	\$ 300,000.00	\$ 2,518.20	\$ 1,294.20	\$ 900.00	\$ 200.00	\$ 400.00	\$ 5,000.00	\$ 5,000.00	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	\$ 1,700.00	\$ 624.00	\$ 287.28	\$ 10,560.00	\$ 7,600.00	\$ 115,000.00	\$ 25,000.00	\$ 480,083.68	
4	On-Street Parking Spot #3	NDOT	\$ 300,000.00	\$ 2,518.20	\$ 1,294.20	\$ 900.00	\$ 200.00	\$ 400.00	\$ 5,000.00	\$ 5,000.00	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	\$ 1,700.00	\$ 624.00	\$ 287.28	\$ 10,560.00	\$ 7,600.00	\$ 115,000.00	\$ 25,000.00	\$ 480,083.68	
Total			\$ 1,200,000.00	\$ 10,072.80	\$ 5,176.80	\$ 3,600.00	\$ 800.00	\$ 1,600.00	\$ 20,000.00	\$ 20,000.00	\$ 4,000.00	\$ 4,000.00	\$ 8,000.00	\$ 6,800.00	\$ 2,496.00	\$ 1,149.12	\$ 42,240.00	\$ 30,400.00	\$ 460,000.00	\$ 100,000.00	\$ 1,920,334.72	
Total Equipment Cost														\$ 1,284,049.60	Total Op	\$ 3,645.12	Total Install	\$ 72,640.00	Total NES	\$ 560,000.00		
Sites in Nearby Zones		Equipment Costs													Operating Costs			Installation Costs		LPC (NES) Service Costs		Total Site Costs
Item #	Site	Managing Depart	DCFC Station	Cable Mgmt	Pedestal	Parking Stops	EV Signage	Sign Posts	Canopy	CCTV	Lighting	Electrical Disco	Transformers	Electrical Panels	Network Fed	Maintenanc	Labor	Concrete Pad	NES Transformer	LPC Make-Ready		
5	Parking - Public Square Garage (P1)	Downtown Partr	\$ 300,000.00	\$ 2,518.20	\$ 1,294.20	\$ 900.00	\$ 200.00	\$ 400.00	\$ 5,000.00	\$ 5,000.00	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	\$ 1,700.00	\$ 624.00	\$ 287.28	\$ 10,560.00	\$ 7,600.00	\$ 115,000.00	\$ 25,000.00	\$ 480,083.68	
Total			\$ 300,000.00	\$ 2,518.20	\$ 1,294.20	\$ 900.00	\$ 200.00	\$ 400.00	\$ 5,000.00	\$ 5,000.00	\$ 1,000.00	\$ 1,000.00	\$ 2,000.00	\$ 1,700.00	\$ 624.00	\$ 287.28	\$ 10,560.00	\$ 7,600.00	\$ 115,000.00	\$ 25,000.00	\$ 480,083.68	
Total Equipment Cost														\$ 321,012.40	Total Op	\$ 911.28	Total Install	\$ 18,160.00	Total NES	\$ 140,000.00		

Electrical Engineering Services to calculate the available capacity of the existing service transformer and panelboard utilizing National Electrical Code (NEC) requirements

Contracts to be used :

- *Pinnacle Engineering PLC - Contract # 451199
- *Envision Advantage contract # 447690
- * I.C. Thomasson Associates, Inc. contract # 447984
- * TL Engineering for Architectre contract # 452346
- * TRC Worldwide Engineering Inc. contract # 451935

All contracts have been competitively bid in accordance with CFR200.319

Job category	Rate	Estimated # of hours	Total
Senior Electrical Engineer	\$175.00	40	\$7,000.00
Electrical Engineer	\$150.00	40	\$6,000.00
Architectural Principal	\$215.00	40	\$8,600.00
Auto CAD Technician	\$115.00	40	\$4,600.00
Total per each site			\$26,200.00

Within 1 mile Radius			
Site	Managing Department	Electrical Engineering Services	
Police - West Precinct	General Services	\$26,200.00	\$26,200.00
Park & Ride - Bellevue	NDOT	\$26,200.00	
On-Street Parking Spot #1	NDOT	\$26,200.00	
On-Street Parking Spot #2	NDOT	\$26,200.00	
On-Street Parking Spot #3	NDOT	\$26,200.00	\$104,800.00
		\$131,000.00	
Nearby Zones			
Site	Managing Department	Electrical Engineering Services	
Fulton Campus	General Services	\$26,200.00	
Police - Hermitage Precinct	General Services	\$26,200.00	
Police - Midtown Hills Precinct	General Services	\$26,200.00	\$78,600.00
Parking - Public Square Garage (P1)	Downtown Partnership/NDOT	\$26,200.00	\$26,200.00
		\$104,800.00	
			<u>\$235,800.00</u>

\$235,800.00

APPLICATION FOR Tennessee Electric Vehicle Infrastructure Formula Grant Program

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

DocuSigned by:

Diana W. Alarcon

CCA6046554B9461...

Diana W. Alarcon, Director
Department of Transportation and
Multimodal Infrastructure (NDOT)

10/24/2023

Date


Certificate Of Completion

Envelope Id: 58F23D070DF54F278FFBA11B94DE2144	Status: Completed
Subject: Complete with DocuSign: NDOT-TN Electric Vehicle Infrastructure Program 25-29 Ready.pdf	
Source Envelope:	
Document Pages: 42	Signatures: 4
Certificate Pages: 16	Initials: 3
AutoNav: Enabled	Envelope Originator:
Envelope Stamping: Enabled	Juanita Paulson
Time Zone: (UTC-06:00) Central Time (US & Canada)	730 2nd Ave. South 1st Floor
	Nashville, TN 37219
	Juanita.Paulsen@nashville.gov
	IP Address: 170.190.198.185

Record Tracking

Status: Original	Holder: Juanita Paulson	Location: DocuSign
10/30/2023 2:50:43 PM	Juanita.Paulsen@nashville.gov	
Security Appliance Status: Connected	Pool: StateLocal	
Storage Appliance Status: Connected	Pool: Metropolitan Government of Nashville and Davidson County	Location: DocuSign


Signer Events

Signer Events	Signature	Timestamp
Alla Cross		Sent: 10/30/2023 2:59:03 PM
Alla.Cross@nashville.gov		Viewed: 10/30/2023 3:16:07 PM
Security Level: Email, Account Authentication (None)		Signed: 10/30/2023 3:16:14 PM
	Signature Adoption: Pre-selected Style	
	Using IP Address: 170.190.198.185	


Electronic Record and Signature Disclosure:
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 ID: 4cb222f9-7433-43ab-99df-143a370d4153


Talia Lomax-O'dneal		Sent: 10/30/2023 3:16:17 PM
talia.lomaxodneal@nashville.gov		Viewed: 10/30/2023 3:17:45 PM
Dep Dir of Finance		Signed: 10/30/2023 3:17:59 PM
Security Level: Email, Account Authentication (None)	Signature Adoption: Pre-selected Style	
	Using IP Address: 170.190.198.185	


Electronic Record and Signature Disclosure:
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 ID: 41570376-840f-46a7-ad23-5deba2d23de2

Kevin Crumbo/mjw		Sent: 10/30/2023 3:18:02 PM
MaryJo.Wiggins@nashville.gov		Viewed: 10/30/2023 5:17:37 PM
Security Level: Email, Account Authentication (None)		Signed: 10/30/2023 5:18:36 PM
	Signature Adoption: Pre-selected Style	
	Using IP Address: 170.190.198.100	

Electronic Record and Signature Disclosure:
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 ID: 3d625c73-b80b-4ee1-a1f8-b3c768a230d1

Balogun Cobb		Sent: 10/30/2023 5:18:38 PM
balogun.cobb@nashville.gov		Viewed: 10/30/2023 11:21:17 PM
Security Level: Email, Account Authentication (None)		Signed: 10/30/2023 11:21:29 PM
	Signature Adoption: Pre-selected Style	
	Using IP Address: 172.58.144.12	
	Signed using mobile	

Signer Events	Signature	Timestamp
Electronic Record and Signature Disclosure:		
Accepted: 10/30/2023 11:21:17 PM ID: 7544a9bf-ca44-4291-82a7-be9785a11e67		
Courtney Mohan Courtney.Mohan@nashville.gov Security Level: Email, Account Authentication (None)		Sent: 10/30/2023 11:21:31 PM Viewed: 10/31/2023 8:09:25 AM Signed: 10/31/2023 8:59:42 AM
Signature Adoption: Pre-selected Style Using IP Address: 170.190.198.185		
Electronic Record and Signature Disclosure:		
Accepted: 10/31/2023 8:09:25 AM ID: b5d9bbd3-ccf0-4c18-9d91-b8abbc2f9590		
Kristin Wilson Kristin.Wilson@nashville.gov Security Level: Email, Account Authentication (None)		Sent: 10/31/2023 8:59:45 AM Viewed: 10/31/2023 9:11:17 AM Signed: 10/31/2023 9:11:30 AM
Signature Adoption: Pre-selected Style Using IP Address: 170.190.198.100		
Electronic Record and Signature Disclosure:		
Accepted: 10/31/2023 9:11:17 AM ID: 95775bab-17be-48fd-953f-3a6cfd1e8b99		
Freddie O'Connell Diane.Treadway@nashville.gov Office Manager Security Level: Email, Account Authentication (None)		Sent: 10/31/2023 9:11:33 AM Viewed: 10/31/2023 10:16:09 AM Signed: 10/31/2023 10:16:23 AM
Signature Adoption: Pre-selected Style Using IP Address: 170.190.198.100		
Electronic Record and Signature Disclosure:		
Accepted: 10/31/2023 10:16:09 AM ID: f85b0bfc-bdcb-42e3-a1e1-98f6d22a4f40		

In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Casey Hopkins Casey.Hopkins@nashville.gov Security Level: Email, Account Authentication (None)		Sent: 10/31/2023 10:16:26 AM
Electronic Record and Signature Disclosure: Not Offered via DocuSign		
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps

Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	10/30/2023 2:59:04 PM
Certified Delivered	Security Checked	10/31/2023 10:16:09 AM
Signing Complete	Security Checked	10/31/2023 10:16:23 AM
Completed	Security Checked	10/31/2023 10:16:26 AM

Payment Events	Status	Timestamps
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Electronic Record and Signature Disclosure


Certificate Of Completion

Envelope Id: 9DE0091969D14A6480A5981E66E32939	Status: Completed
Subject: Complete with DocuSign: NDOT-TN Electric Vehicle Infrastructure Program 25-29 Ready 2.pdf	
Source Envelope:	
Document Pages: 61	Signatures: 3
Certificate Pages: 15	Initials: 1
AutoNav: Enabled	Envelope Originator:
Enveloped Stamping: Enabled	Juanita Paulson
Time Zone: (UTC-06:00) Central Time (US & Canada)	730 2nd Ave. South 1st Floor
	Nashville, TN 37219
	Juanita.Paulsen@nashville.gov
	IP Address: 170.190.198.185

Record Tracking

Status: Original	Holder: Juanita Paulson	Location: DocuSign
1/22/2024 3:44:38 PM	Juanita.Paulsen@nashville.gov	
Security Appliance Status: Connected	Pool: StateLocal	
Storage Appliance Status: Connected	Pool: Metropolitan Government of Nashville and Davidson County	Location: DocuSign


Signer Events

Signer Events	Signature	Timestamp
Greg McClarin		Sent: 1/22/2024 3:49:40 PM
Greg.McClarin@nashville.gov		Viewed: 1/22/2024 4:00:12 PM
Security Level: Email, Account Authentication (None)		Signed: 1/22/2024 4:04:10 PM
	Signature Adoption: Pre-selected Style	
	Using IP Address: 170.190.198.185	

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Aaron Pratt		Sent: 1/22/2024 4:04:12 PM
Aaron.Pratt@nashville.gov		Viewed: 1/22/2024 5:33:58 PM
Security Level: Email, Account Authentication (None)		Signed: 1/22/2024 5:34:06 PM
	Signature Adoption: Pre-selected Style	
	Using IP Address: 170.190.198.185	

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Kevin Crumbo/mjw		Sent: 1/22/2024 5:34:08 PM
MaryJo.Wiggins@nashville.gov		Viewed: 1/22/2024 5:37:04 PM
Security Level: Email, Account Authentication (None)		Signed: 1/22/2024 5:39:30 PM
	Signature Adoption: Pre-selected Style	
	Using IP Address: 170.190.198.100	

Electronic Record and Signature Disclosure:
Accepted: 1/22/2024 5:37:04 PM
ID: cbdef2b3-aa76-4007-a92b-638859a31529

Courtney Mohan		Sent: 1/22/2024 5:39:33 PM
Courtney.Mohan@nashville.gov		Viewed: 1/23/2024 8:46:20 AM
Security Level: Email, Account Authentication (None)		Signed: 1/23/2024 9:20:42 AM
	Signature Adoption: Pre-selected Style	
	Using IP Address: 170.190.198.185	

Electronic Record and Signature Disclosure:

Signer Events	Signature	Timestamp
Accepted: 1/23/2024 8:46:20 AM ID: 56b2f9c9-355f-4c83-9abe-ff119542cb40		
In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Danielle Godin Danielle.Godin@nashville.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Not Offered via DocuSign	COPIED	Sent: 1/23/2024 9:20:44 AM
Sally Palmer sally.palmer@nashville.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Accepted: 1/23/2024 8:21:38 AM ID: c36086dc-a9bf-4668-a792-9cf00152de64	COPIED	Sent: 1/23/2024 9:20:45 AM
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	1/22/2024 3:49:40 PM
Certified Delivered	Security Checked	1/23/2024 8:46:20 AM
Signing Complete	Security Checked	1/23/2024 9:20:42 AM
Completed	Security Checked	1/23/2024 9:20:45 AM
Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		