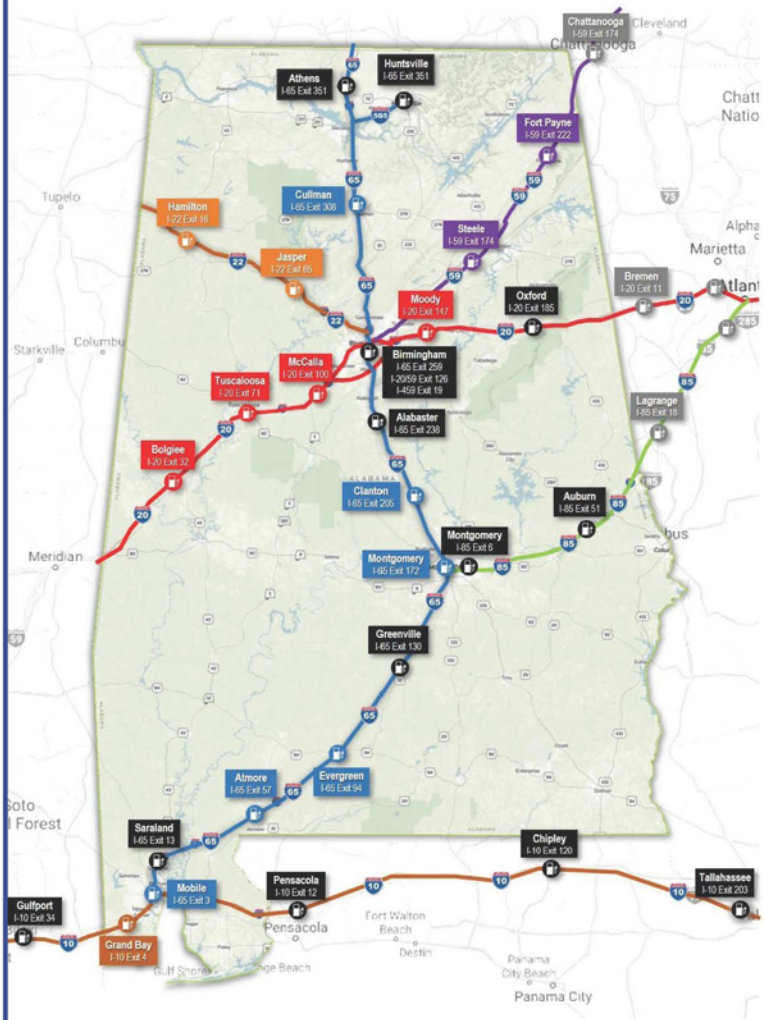
Alabama Electric Vehicle Infrastructure Plan



ALABAMA ELECTRIC VEHICLE INFRASTRUCTURE PLAN

Background

Volkswagen (VW) installed software in its 2.0-liter and 3.0-liter diesel engine vehicles that acted as an emissions testing "defeat device." This resulted in the release of thousands of tons of nitrogen oxides (NOx) emissions in excess of regulated limits. Volkswagen agreed to spend over $14.7 billion to settle allegations of cheating emissions standards. Alabama's share of the settlement is approximately $25 million.

The allowable uses of these funds are defined in the settlement agreement approved by the courts and administered by the VW Environmental Mitigation Trust. Generally, Volkswagen Mitigation funds are to be used to replace or repower existing diesel vehicles, vessels, and equipment with less polluting vehicles or engines. Approximately $3,248,000 has been allocated in the Alabama Volkswagen Settlement Beneficiary Mitigation Plan (Alabama VW BMP) for Light-Duty Zero Emission Vehicle Supply Equipment (ZEVSE) infrastructure, which is the maximum amount that Alabama could utilize for this purpose under the settlement agreement. The ZEVSE fueling infrastructure funds can be used for Level 2 or DC fast charging equipment for plug-in electric vehicles (EV) or for hydrogen fuel cell dispensing equipment.

Planning

The Trust mandates that each state submit a Volkswagen Environmental Mitigation Trust Beneficiary Mitigation Plan. The Trust further mandates that a public input process be used to develop the plan. Alabama has already submitted its plan, following a public input process, for the funds allocated to vehicle replacement and repowering. However, the Alabama plan includes a stakeholder process for developing a strategy for use of the ZEVSE fueling infrastructure funds.

To facilitate this stakeholder process, the Alabama Department of Economic and Community Affairs (ADECA), the state's lead agency for administering the Alabama VW BMP, entered into an agreement with the Alabama Clean Fuels Coalition to convene a stakeholder group, the ZEVSE Advisory Committee, and develop recommendations for a strategy to deploy the ZEV fueling infrastructure funds. The strategy focused on identifying what infrastructure deployment priorities and methods will most effectively lead to electric vehicle adoption and NOx emission reductions in Alabama. The planning process engaged the Committee to consider and rank priorities such as:

- NOx reduction
- FHWA alternative fuel corridor designation
- corridors to support interstate commerce
- corridors to facilitate emergency evacuations
- corridors to support and grow the electric vehicle industry in Alabama
- commuter patterns and workplace charging
- multi-family dwelling charging infrastructure
- private investment
- traffic density and frequency on corridor for all reasons

As part of the planning process, an application and evaluation process will be developed by ADECA based on the ZEVSE Advisory Committee recommended deployment plan and strategy for awarding grants to applicants that clearly meet the goals and objectives of the Alabama VW BMP. Approximately $3,248,000 will be available to award. Goals for the strategy includes both short-term and long-term goals as follows:

Short Term Goals

Initially, funds will be targeted to projects that meet the first-tier priorities. The priorities will focus on a high impact corridor that will allow for targeted funds to have a concentrated influence on the future of EV adoption in Alabama.

- Complete the stakeholder ZEVSE Advisory Committee process and identify priority areas for EV charging infrastructure deployment
- Develop a competitive scoring process for rating applications for the EV charging infrastructure grant funds
- Present strategy to Governor to approve
- Solicit round-one applications, review and score applications, award applications
- If funds remain, evaluate the need for adjustments to program and begin second competitive funding round
- Ongoing compliance monitoring of awarded projects

Long Term Goals

The cost of building out EV charging infrastructure for first and second-tier priority areas in Alabama far exceeds the available Volkswagen Mitigation funds. The strategy will recommend next steps for deploying EV charging infrastructure throughout Alabama and will include:

- Identification of federal and/or state EV charging infrastructure funding assistance programs that can be utilized to leverage VW funds and assist with the build out of EV fast charging corridors, workplace charging, multifamily dwelling charging, and other public EV charging infrastructure across the state.
- Evaluate coordination of Alabama's efforts in order to maximize the benefits of the Federal Highway Administration's Alternative Fuels Corridor program criteria (charging stations must be public charging stations, must be DC fast charging stations, must be within 5 miles of the highway, and must be no more than 50 miles between other corridor charging stations)
- Evaluate coordination of Alabama's efforts in order to maximize benefits of Electrify America sites
- Develop an advisory function to coordinate efforts across state agencies to maximize other federal, state and NGO dollars available now and in the future to support the buildout of Alabama's EV charging infrastructure

The ZEVSE Advisory Committee held three virtual meetings on June 16, June 30, and July 14, 2020. A variety of relevant information was presented and discussed including: an overview of the Alabama Volkswagen Beneficiary Mitigation Plan: an overview of the U.S. and Alabama EV markets; current Alabama EV Registration data; an overview of the U.S. and Alabama Hydrogen Fuel Cell markets; an overview of EV charging technology, practices, installation costs and operating costs; an overview of various federal and state EV charging infrastructure funding assistance programs; and an initial draft deployment plan for the state. Following review and discussion of all relative information during the meetings, the ZEVSE Advisory Committee adopted the following recommendations to ADECA which are reflected in the deployment plan.

1. ***The strategy for deploying the Light-Duty ZEVSE infrastructure funds available from the Alabama Volkswagen Settlement Beneficiary Mitigation Plan should focus solely on Electric Vehicle (EV) charging infrastructure and not any Hydrogen Fuel Cell Vehicle infrastructure at this time.***

There are currently no commercially available Light-Duty Hydrogen fuel cell vehicles in Alabama and only very limited availability in certain parts of the United States. Deployment of fueling infrastructure for these types of vehicles in Alabama will not achieve the goals of the Alabama VW BMP as there would be little to no use of this infrastructure, so there would be minimal NOx emission reductions. However, the plug-in electric vehicle market is growing with more than 1.5 million EVs on the road in the United States. Alabama's current EV charging infrastructure is inadequate to reduce barriers to EV adoption and overcome consumer concerns with vehicle "range anxiety". Expanding EV charging infrastructure in Alabama will achieve the necessary NOx emission reductions and will support Alabama's electric automotive industry, which is making significant investments and creating jobs to produce vehicles and products that utilize this technology. The use of Alabama VW BMP ZEVSE infrastructure funds for only EV charging infrastructure can achieve NOx emission reductions, accelerate EV adoption, support the Alabama electric automotive industry, and accelerate FHWA EV Corridor Ready designations in the state.

2. ***The deployment priorities should focus on DC Fast Charging (DCFC) infrastructure along Interstate Corridors in the State in a manner that will meet the FHWA Alternative Fuel Corridor designation criteria for electric in order to position the State to be eligible for additional federal funding assistance that can be used to fill in Corridor infrastructure gaps.***

The Federal Highway Administration (FHWA) offers an Alternative Fuel Corridor designation for national highway system corridors under the FAST Act. EV corridor designation is based upon DC fast charging infrastructure requirements and distance criteria along the corridor and fulfillment of these requirements results in a corridor designation of either EV Corridor Pending or EV Corridor Ready. In February 2020, the Alabama Department of Transportation (ALDOT) submitted nominations to FHWA for designation of all the interstates in Alabama, except I-22, as alternative fuel corridors for electric. Approval of the designation nominations was received in June 2020. The nominations were based upon nine DC fast charging stations that are existing and/or currently under development and thirteen other DC fast charging locations that would be necessary to meet the FHWA's EV corridor designation distance criteria. Of the nine sites, one is currently operated by the City of Huntsville on I-565 and eight others are under development: on I-65 (five sites by Electrify America in Athens, Alabaster, Greenville and Saraland and one site in Birmingham by the City of Birmingham), on I-20 (one site by Electrify America in Oxford) , and on I-85 (two sites by Electrify America in Montgomery and Auburn). All the sites currently under development are expected to be operational during 2020. Achieving EV corridor designation has positioned the state to be eligible to utilize Federal dollars to assist with the installation of additional DC fast charging stations to achieve EV Corridor Ready designation.

3. ***The I-20/459 Corridor from Tuscaloosa to the Georgia state line should be the top deployment priority, followed by the other Interstate Corridors collectively as a second-tier priority.***

Based on the number of sites needed to achieve FHWA Alternative Fuel Corridor Ready Designation for all interstates in Alabama, the costs of EVSE installation, the limited amount of VW Mitigation funds available to the State for ZEVSE Infrastructure deployment, and other corridor characteristics discussed more fully for each corridor in the Deployment Plan, the I-20/459 Corridor, from Tuscaloosa to the Georgia state line, is recommended as the top deployment priority. Collectively, all remaining interstate corridors in the state are recommended as a second-tier deployment priority. Potential locations for EV charging sites along each corridor are shown in the Deployment Plan based solely on meeting FHWA Corridor Ready designation criteria, however, is it not the intent of the Deployment Plan to limit awards to only these

locations. The availability of amenities at a proposed EV charging location should also be a consideration in making awards.

4. ***Corridor charging sites should be able to charge at least two (2) EVs simultaneously at power levels or configurations at a minimum of 100KW. All DCFC units should be equipped with both CCS and CHAdeMO connectors. Corridor charging sites should be required to include provisions for future expansion to meet demand growth and anticipated technology developments in EVs and DCFC infrastructure.***

EV and DCFC charging technology has advanced in recent years and is expected to continuing advancing in coming years. Advancements have centered on reducing the time required for charging an EV to be similar for consumers to refueling a petroleum fueled vehicle. Alabama corridor charging sites should be required to be able to charge a minimum of two EVs simultaneously to reduce wait times for consumers. In addition, the charging connectors on EVs vary among EV manufacturers, with three different types of connectors: CCS (Combo), CHAdeMO, and Tesla. Alabama currently has seven (7) Tesla charging stations, however, they do not qualify any corridors for designation, as they are considered by FHWA to be a proprietary station network only useable by Tesla vehicles. Tesla does provide adapters with their vehicles that enable them to utilize charging stations with the other connector types. All other EV manufacturers utilize one of the other two connector types. Charging units at Alabama corridor sites should be equipped with both the CCS and CHAdeMO connectors, which is an FHWA criteria, in order to be available to charge all EV models. The power levels or configurations of charging units at Alabama corridor sites should provide a minimum of 100 KW to maximize the ability for various EV models to be able to charge at these stations. Alabama charging site installations should include future proofing on available charging spaces with conduit and an electrical service box of adequate size and disconnect capacity that will allow additional electrical cable to be run to the site for future installation to meet EV charging demand growth and anticipated technology developments in EVs and DCFC infrastructure.

5. ***An additional recommendation is made to the Governor to establish an ongoing advisory function to coordinate efforts across state agencies and include private sector subject matter experts to develop a comprehensive EV infrastructure plan for the State, similar to what other states (Tennessee, Colorado, etc.) have done and to maximize both: 1) other federal dollars available now and in the future and 2) to attract independent funding from other sources such as Electrify America or other private installers (ChargePoint, EVGo, etc.) to support the buildout of Alabama's EV charging infrastructure.***

Beyond the Alabama Volkswagen Beneficiary Mitigation Plan, there are other funding assistance programs at both the federal and state levels for the installation of Corridor EV charging infrastructure. In Alabama, the Rebuild Alabama Act established a grant program for EV charging infrastructure and the FY 2021 State Budget includes $1 million for EV charging infrastructure. On the federal level, EV charging infrastructure is eligible for funding under two U.S, Department of Transportation programs, 1) the Highway Infrastructure Program on FHWA designated Alternative Fuel Corridors until September 2023 and 2) the Congestion Mitigation Air Quality Improvement Program gives funding priority for EV charging infrastructure on FHWA designated Alternative Fuel Corridors. In addition, there are annual competitive grants offered by the U.S. Department of Energy for EV charging infrastructure. Proposals are also currently pending in Congress that would provide $1 – 1.4 Billion for EV charging infrastructure. Establishing an ongoing advisory effort across state agencies that includes private sector subject matter experts to develop a comprehensive plan for building out Alabama's EV infrastructure in a manner that strategically utilizes available funding assistance programs can position the State for future growth in the

EV market.

Deployment Plan

The following information summarizes the initial Deployment Plan based on: 1) the Committee recommendations, 2) the FHWA approved Corridor designations, shown in the table below, and 3) the additional 17 charging stations that are needed to meet the minimum FHWA EV Corridor Ready designation requirements on all interstate corridors in the state. FHWA Corridor designation positions the state to receive additional federal dollars for corridor charging infrastructure. Directing VW funds in a manner towards achieving Corridor Ready designation would strategically leverage these funds. Potential locations for EV charging sites along each corridor are shown in the Deployment Plan based solely on meeting FHWA Corridor Ready designation criteria, however, is it not the intent of the Plan to limit awards to only these locations. The availability of amenities at a proposed EV charging location should also be a consideration in making awards.

FHWA APPROVED ALABAMA AF CORRIDORS

Fuel Technology	Corridor- Pending NHS Segment has....
Electric Vehicle (EV)	Public, primary electric stations no greater than 50 miles between one station and the next on the corridor, and no greater than 5 miles off the highway
Alabama EV Pending Corridors	**I-65, I-565, I-59, I-459 I-20, I-85, I-10**

Note: Only DC Fast Charging electric infrastructure offering both J1772 combo (CCS) and CHAdeMO connectors to meet FHWA corridor requirements have been considered when determining infrastructure coverage along the nominated pending corridors.

A: I-20 Tuscaloosa to Georgia State Line Electric Vehicle Charging Corridor:

Interstate 20 (I-20) is a major east–west Interstate Highway in the Southern United States. I-20 runs 1,535 miles beginning near Kent, Texas, at I-10 to Florence, SC, at I-95. Between Texas and South Carolina, I-20 runs through northern Louisiana, central Mississippi, western and north-central Alabama (214 miles in Alabama), and north- central Georgia. The major cities that I-20 connects to includes (from west to east) Fort Worth; Dallas; Shreveport, LA; MS; Birmingham and Anniston, AL; Atlanta, GA; and Columbia, SC.

I-20 also intersects seven of the ten primary north–south Interstates in the U. S., including I-65, in Alabama and accommodates a high volume of vehicles in Alabama for both passenger and freight traffic (43,679 vehicles per day on average – 13,893 trucks per day on average). By 2045 the average daily traffic is projected to increase to 68,007 and 21,667 respectively. The I-20 Corridor is part of the National Highway System, the Primary Freight Network, and STRAHNET.

Additionally, I-20 is a high impact corridor that provides connection for Alabama to Atlanta, GA, one of the nation's most robust urban EV markets. Located on this corridor, Birmingham has the highest registrations of electric vehicles in Alabama. Significant current and future EV automotive manufacturing by Mercedes Benz, Autocar, New Flyer, and their secondary/tertiary suppliers to the Alabama automotive industry are located on and travel this interstate. Selection of the I-20 corridor from Tuscaloosa to the Georgia state

line **as a first -tier priority** would support the Alabama EV manufacturing industry, support and grow the associated interstate commerce, and provides an opportunity to facilitate local, regional, and long distance EV travel and consumer EV adoption. Due to both existing EVs located along this corridor and anticipated increased EV travel, this corridor is likely to produce more NOx reductions. Four EV charging stations are needed for this corridor to be designated Corridor Ready.

I-20 ELECTRIC VEHICLE CORRIDOR BEGINNING AND ENDING POINTS

Electric – Corridor NHS	Signage Status	Beginning Point	Ending Point
I-20	Signage Pending	Boligee, AL Exit 32	AL – GA State Line

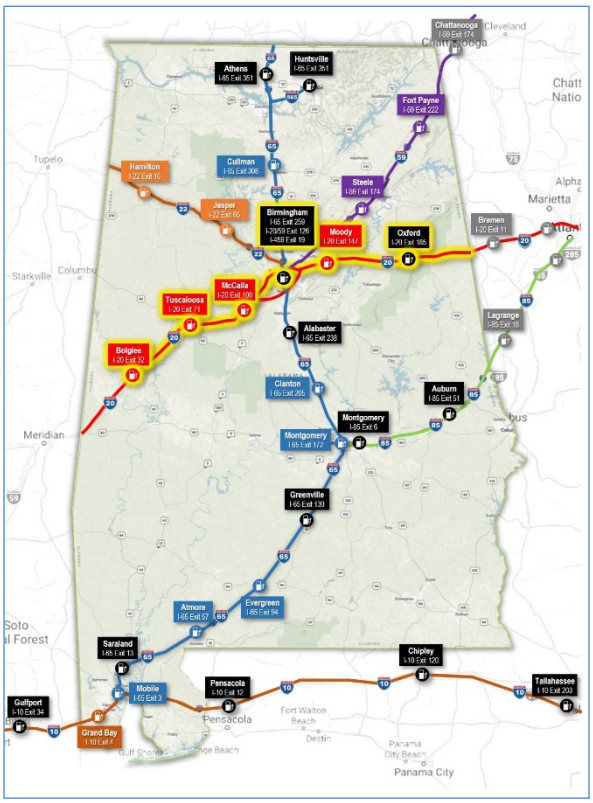


Figure 1 – Interstate I-20 Pending EV Corridor (highlighted in yellow)

SPECIFIC I-20 ELECTRIC VEHICLE CHARGING STATION INFORMATION

I-20 EV charging locations are Signage Pending: No greater than 50 miles between stations and no more than 5 miles off corridor.

Station Name	Station Address	City	State	Zip code	Exit Mile Marker	Distance to Next Station	Distance to Exit
TBD		Boligee	AL		32	39	<5
TBD		Tuscaloosa	AL		71	29	<5
TBD		McCalla	AL		100	26	<5
City of Birmingham	515 6th Ave S	Birmingham	AL	35205	124	21	2
TBD (or Moody only)		Leeds	AL		144	20	<3
TBD (or Leeds only)		Moody	AL		147	38	<5
Electrify America	92 Plaza Lane	Oxford	AL	36203	185	26	0.5
Georgia Power	125 US 27	Bremen	GA	30110	GA 11	20	0.7

B: I-459 Electric Vehicle Charging Corridor (I-20 Bypass):

Interstate 459 (I-459) is a bypass highway for I-59 and I-20, that functions as an alternate Interstate Highway around the southern sides of Birmingham, Bessemer, and several other cities and towns in Jefferson County, Alabama.

I-459 lies entirely within Jefferson County. This Interstate Highway is about 32.8 miles long, and its construction was completed in 1984. I-459 has major interchanges with I-59, I-20, and I-65. Although, I-459 could possibly achieve EV Corridor Ready designation by its proximity to the stations that could be built on I-20 at the McCalla and Moody or Leeds exits, the location of an EV charging station at an exit on I-459 **as a first-tier priority** will enhance the high impact I-20 EV corridor by providing charging capability on the bypass around Birmingham and the often congested I-20/59 – I-65 junction in downtown Birmingham. Birmingham has the highest registrations of electric vehicles in Alabama and selection of the I-459 corridor to provide charging along the bypass for the I-20 corridor as a first -tier priority would support the Alabama EV manufacturing industry, support and grow the associated interstate commerce, and provides an opportunity to facilitate local, regional, and long distance EV travel, consumer EV adoption and achieve the associated NOx reductions. One EV charging station located on I-459 would enhance the I-20 corridor.

I-459 ELECTRIC VEHICLE CORRIDOR BEGINNING AND ENDING POINTS

Electric– Corridor NHS	Signage Status	Beginning Point	Ending Point
I-459	Signage Pending	McCalla, AL I-59 Exit 100	Moody, AL I-20 Exit 147

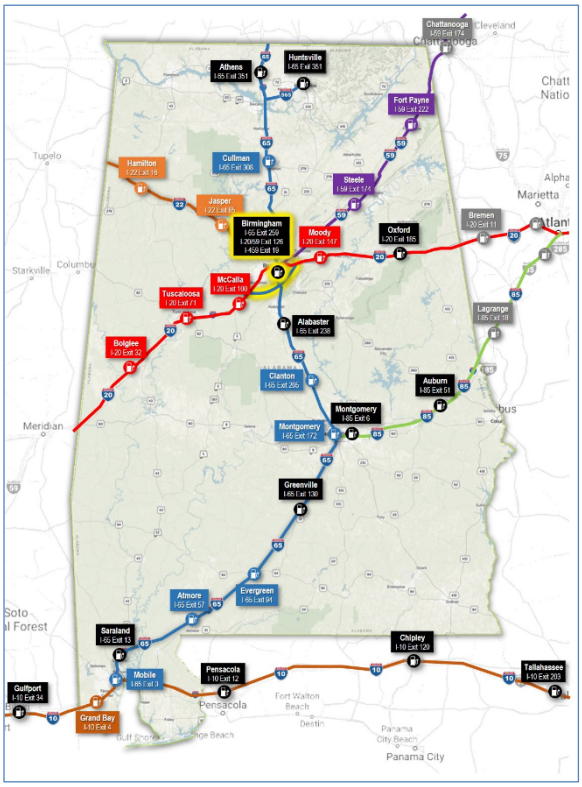


Figure 2 Interstate I-459 Pending EV Corridor (highlighted in yellow)

SPECIFIC I-459 ELECTRIC VEHICLE CHARGING STATION INFORMATION

I-459 EV charging Corridor locations are Signage Pending: No greater than 50 miles between stations and no more than 5 miles off corridor

Station Name	Station Address	City	State	Zip code	Exit Mile Marker	Distance to Next Station	Distance to Exit
TBD		McCalla	AL		I-59 Exit 100	40	<5
TBD		Hoover	AL		10		
TBD		Moody	AL		I-20 Exit 147		<5

COLLECTIVELY ALL REMAINING CORRIDORS ARE RECOMMENDED AS SECOND-TIER PRIORITIES.

C: I-65 Electric Vehicle Charging Corridor

Interstate I-65 (I-65) is Alabama's major North-South interstate highway. I-65 originates in Mobile, AL and ends in Indiana a total of 887 miles overall - with 367 miles in Alabama. I-65 passes through Alabama's major metropolitan and population areas: Huntsville, Decatur, Birmingham, Montgomery and Mobile.

Daily, I-65 accommodates a very high volume of vehicles in Alabama for both passenger and freight traffic (53,034 vehicles per day on average – 12,733 trucks per day on average according to the 2012 FAF). By 2045 the average daily traffic is projected to increase to 83,358 and 20,142 respectively. The I-65 Corridor is part of the National Highway System, the Primary Freight Network, and STRAHNET.

In the Birmingham metropolitan area, the corridor passes through both Jefferson and Shelby counties which are the only air quality maintenance areas in Alabama. Usage of electric transportation, as a cleaner alternative fuel, would benefit the region. In addition to leisure and business travel to and through Alabama, I-65 is also one of the key emergency evacuation routes in the event of major inclement weather on the Gulf or elsewhere, with its southern terminus connecting with I-10 in Mobile. Six EV charging stations are needed for this corridor to be designated Corridor Ready and a charging station located at Exit 1 on I-85 could serve both the I-65 and I-85 corridors. However, a station would need to be located in Tennessee within 50 miles of the Athens Electrify America station in order to designate the portion of I-65 from Athens to the Alabama-Tennessee state line as Corridor Ready.

I-65 ELECTRIC VEHICLE CORRIDOR BEGINNING AND ENDING POINTS

Electric – Corridor NHS	Signage Status	Beginning Point	Ending Point
I-65	Signage Pending	Athens, AL Exit 351	Mobile, AL I-65/I-10 Intersection

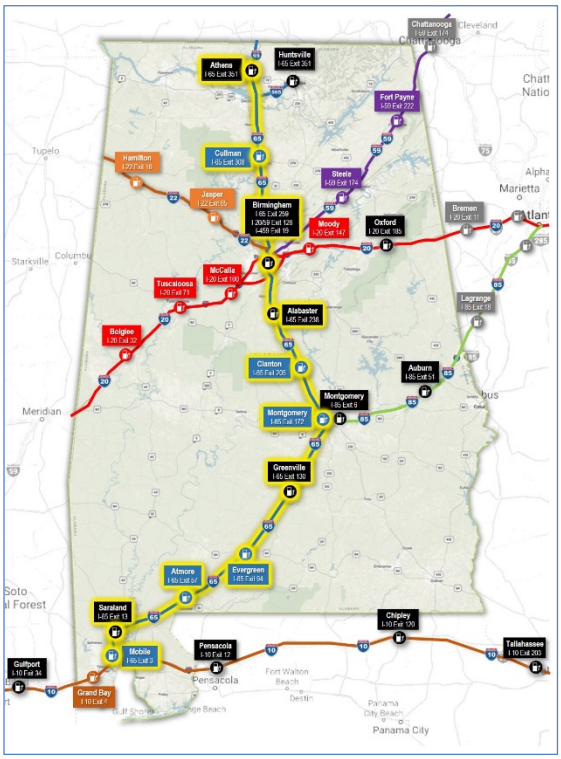


Figure 3 - Interstate I-65 Pending EV Corridor (highlighted in yellow)

SPECIFIC I-65 ELECTRIC VEHICLE CHARGING STATION INFORMATION

I-65 EV Corridor- locations are Signage Pending: No greater than 50 miles between charging locations and no more than 5 miles off corridor

Station Name	Station Address	City	State	Zip code	Exit Mile Marker	Distance to Next Station	Miles to Exit
Electrify America	1011 US Hwy 72 E	Athens	AL	35611	351	43	1.5
TBD		Cullman	AL		308	49	<5
City of Birmingham	515 6th Ave South	Birmingham	AL	35205	259	21	1
Electrify America	630 Colonial Promenade	Alabaster	AL	35007	238	33	1
TBD		Clanton	AL		205	33	<5
TBD		Montgomery	AL		172	42	<5
Electrify America	501 Willow Lane	Greenville	AL	36037	130	36	1
TBD		Evergreen	AL		94	37	<5
TBD		Atmore	AL		57	44	<5
Electrify America	1095 Industrial Pkwy	Saraland	AL	36571	13	10	1
TBD		Mobile	AL		3		

D: I-10 Electric Vehicle Charging Corridor

Interstate 10 (I-10) is a part of the Interstate Highway System that runs from Santa Monica, California, to Jacksonville, Florida. In Alabama, the Interstate Highway runs 66.269 miles from the Mississippi state line near Grand Bay east to the Florida state line at the Perdido River. I-10 is the primary east–west highway of the Gulf Coast region of Alabama and connects to the southern terminus of I-65. The highway connects Mobile, the largest city in South Alabama, with Pascagoula, Mississippi, to the west and Pensacola, Florida, to the east.

Mobile has recently installed over 20 Level 2 EV public access chargers and the City is an ideal candidate for an DC Fast Charger to serve the electric vehicle corridors, the center city, and Outlaw Convention Center. I-10 and its connection to the southern terminus of I-65 is a prime evacuation route for the Gulf Coast Region in case of emergencies. Two EV charging stations are needed for this corridor to be designated Corridor Ready. However, a charging station located at Exit 3 on I-65 could also serve the I-10 corridor.

I-10 ELECTRIC VEHICLE CORRIDOR BEGINNING AND ENDING POINTS

Electric – Corridor NHS	Signage Status	Beginning Point	Ending Point
I-10	Signage Pending	MS-AL State Line	AL-FL State Line

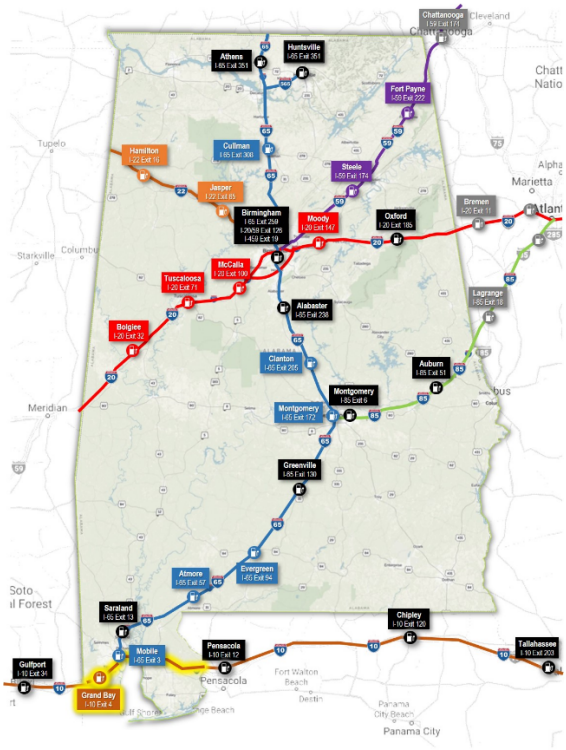


Figure 4 Interstate I-10 Pending EV Corridor (highlighted in yellow)

SPECIFIC I-10 ELECTRIC VEHICLE CHARGING STATION INFORMATION

I-10 Electric Vehicle Corridor charging locations are Signage Pending:
No greater than 50 miles between stations and no more than 5 miles off corridor

Station Name	Station Address	City	State	Zip code	Exit Mile Marker	Distance to Next Station	Distance from Exit
Gulfport Premium Outlets	10000 Factory Shop Blvd	Gulf Port	MS	39503	I-10 Exit 34	15	<1
TBD		Grand Bay	AL		I-10 Exit 4	19	<5
TBD		Mobile	AL		I-65/I-10 Exit 3	48	<3
Electrify America	6235 N. Davis Hwy	Pensacola	FL	32504	I-10 Exit 12		<3

E: I-59 Electric Vehicle Charging Corridor

Interstate 59 (I-59) is a southwest to northeast route that spans 445.23 miles connecting New Orleans, LA and Chattanooga, TN. Approximately one-third of the route in Alabama, spanning 153 miles from Mississippi to Georgia, overlaps that of I-20 and intersects in Birmingham with I-65. I-59 accommodates a high current volume of vehicles in Alabama for both passenger and freight traffic (49,018 vehicles per day on average – 16,848 trucks per day on average according to the 2012 FAF). By 2045, the average daily traffic is projected to increase to 73,376 and 25,376 respectively. The I-59 Corridor is part of the National Highway System and STRAHNET.

For the reasons stated above on the I-20 corridor, the overlapping portion of I-59 on I-59/20 from Tuscaloosa to Birmingham is a high priority electric vehicle charging corridor for Alabama. Five EV charging stations are needed for this corridor to be designated Corridor Ready, but three of these would overlap and serve the I-20 corridor.

I-59 ELECTRIC VEHICLE CORRIDOR BEGINNING AND ENDING POINTS

Electric– Corridor NHS	Signage Status	Beginning Point	Ending Point
I-59	Signage Pending	Boligee, AL Exit 32	Alabama/GA Border

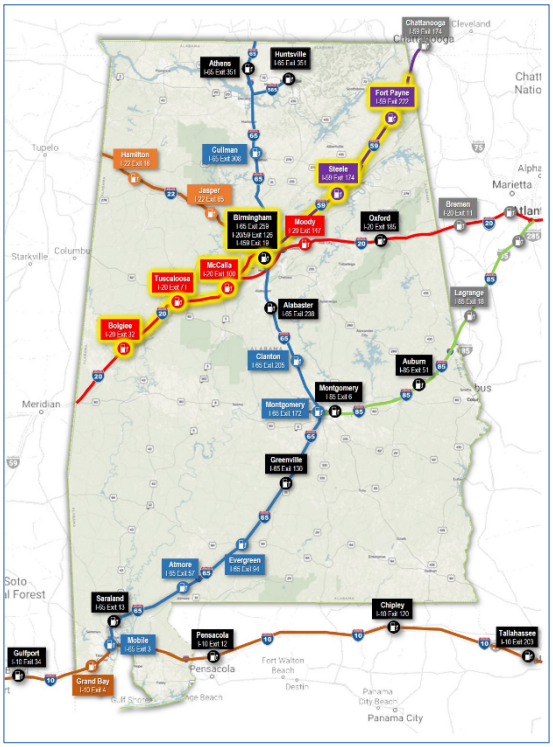


Figure 5 - Interstate I-59 Pending EV Corridors (highlighted in yellow)

SPECIFIC I-59 ELECTRIC VEHICLE CHARGING STATION INFORMATION

I-59 Electric Vehicle Corridor charging locations are Signage Pending:
No greater than 50 miles between stations and no more than 5 miles off corridor

Station Name	Station Address	City	State	Zip code	Exit Mile Marker	Distance to Next Station	Distance to Exit
TBD		Boligee	AL		32	39	<5
TBD		Tuscaloosa	AL		71	29	<1
TBD		McCalla	AL		100	26	<5
City of Birmingham	515 6th Ave S	Birmingham	AL	35205	124	48	2
TBD		Steele	AL		174	48	<5
TBD		Fort Payne	AL		222	48	<5
Hampton Inn	74 Starview Lane	Chattanooga	TN	37419	TN 24/59		

F: I-85 Electric Vehicle Charging Corridor

Interstate 85 (I-85) is a major Interstate Highway in the Southeastern United States. Its current southern terminus is at an interchange with I-65 in Montgomery, Alabama; I-85 is mainly a regional route, serving five southeastern states. Major metropolitan areas served by I-85 include the Greater Richmond Region in Virginia, the Research Triangle, Piedmont Triad, and Metrolina regions of North Carolina, Upstate South Carolina, the Atlanta metropolitan area in Georgia, and the Montgomery metropolitan area in Alabama. Additionally, I-85 provides connection for Alabama to Atlanta, GA, one of the nation's most robust EV markets, and offers an opportunity to facilitate both local and long distance EV travel and EV interstate commerce.

Montgomery is the center for state government in Alabama and is optimally located to serve both I-65 and I-85 corridors. The two planned Electrify America fast chargers on I-85 can possibly make the corridor eligible to be designated as signage ready when completed. However, a charging station located at Exit 1 on I-85 could also serve the I-65 corridor.

I-85 ELECTRIC VEHICLE CORRIDOR BEGINNING AND ENDING POINTS

Electric – Corridor NHS	Signage Status	Beginning Point	Ending Point
I-85	Signage Pending	Montgomery, AL I-85/I-65 Intersection	AL - GA State Line

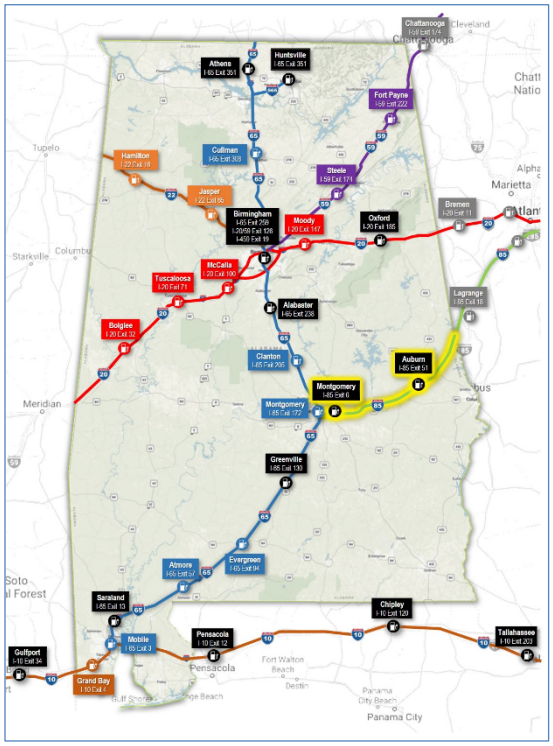


Figure 6 - Interstate I-85 Pending EV Corridor (highlighted in yellow)

SPECIFIC I-85 ELECTRIC VEHICLE CHARGING STATION INFORMATION

I-85 Electric Vehicle Corridor charging locations are Signage Pending:
No greater than 50 miles between stations and no more than 5 miles off corridor

Station Name	Station Address	City	State	Zip code	Exit Mile Marker	Distance to Next Station	Distance to Exit
TBD		Montgomery	AL		1	5	<3
Electrify America	1080 Eastern Blvd	Montgomery	AL	36117	6	45	0.5
Electrify America	17175 College St.	Auburn	AL	36830	51	46	1.5
Chick-Fil-A	1574 Lafayette Pkwy	LaGrange	GA	30241	GA 18		

G: I-22 Electric Vehicle Charging Corridor

Interstate 22 (I-22) is the primary corridor connecting Birmingham and Memphis, TN and is a component of the Appalachian Development Highway System, a program administered by the Appalachian Regional Commission. From the Alabama-Mississippi state line the corridor runs 96.48 miles and connects to I-65 about 5 miles north of I-20/59 - I-65 junction in downtown Birmingham. The connection to I-65 in close proximity of I-20 enables it to serve as a major Memphis to Atlanta corridor with 18,000 trucks/day travelling this route. Due to a lack of any fast charging infrastructure along the corridor, it is not currently eligible for FHWA designation. Two EV charging stations are needed for this corridor to be designated Corridor Ready.

I-22 ELECTRIC VEHICLE CORRIDOR BEGINNING AND ENDING POINTS

Electric – Corridor NHS	Signage Status	Beginning Point	Ending Point
I-22	Signage Pending	MS – AL State Line	Birmingham

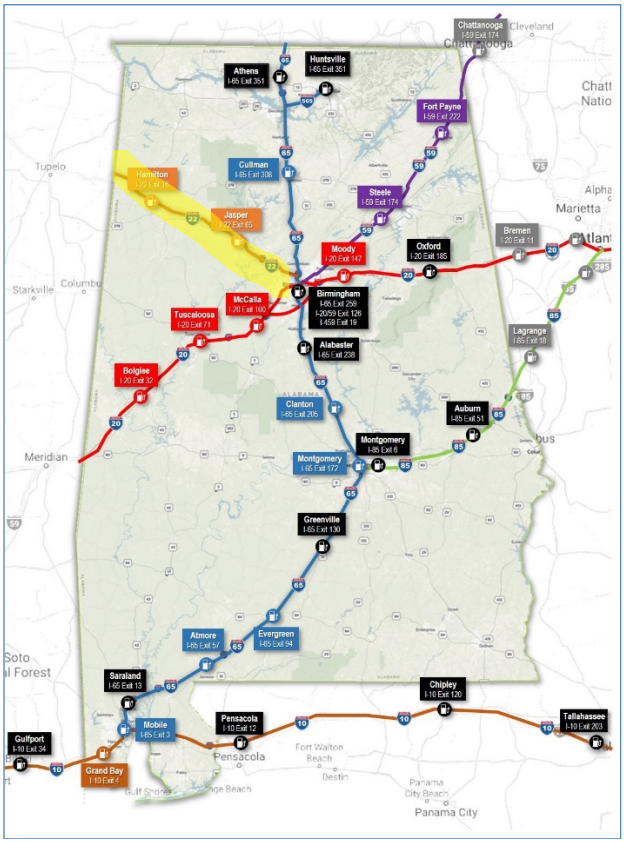


Figure 7 - Interstate I-22 undesignated EV Corridor (highlighted in yellow)

SPECIFIC I-22 ELECTRIC VEHICLE CHARGING STATION INFORMATION

I-22 EV Corridor charging locations are not designated: No greater than 50 miles between stations and no more than 5 miles off corridor

Station Name	Station Address	City	State	Zip code	Exit Mile Marker	Distance to Next Station	Distance to Exit
TBD	TBD	Hamilton	AL		16	49	<3
TBD	TBD	Jasper	AL		65		<3

H: I-565 Electric Vehicle Charging Corridor

Interstate 565 (I-565) is a 22-mile-long (35 km) Interstate spur that connects I-65 in Decatur with U.S. Route 72 (US 72) in Huntsville, I-565 serves the cities of Decatur, Madison, and downtown Huntsville. It also provides a route to the Huntsville International Airport. The interstate forms a part of Appalachian Development Highway System Corridor V. US 72 Alternate (US 72 Alt.) travels concurrently with I-565 for its entire length. I-565's connection with the rest of the Interstate Highway System occurs at its western terminus, at an interchange with I-65.

Huntsville is a very technologically progressive city and has one of the highest registrations of electric vehicles in Alabama. Although the I-565 Corridor was nominated for Signage Ready designation, FHWA approved a Signage Pending designation. In the future, in addition to the Level 2 chargers around the City, the possibility of additional fast chargers exists both in the City and on I-565 at or near the I-65/I-565 intersection.

I-565 ELECTRIC VEHICLE CORRIDOR BEGINNING AND ENDING POINTS

Electric – Corridor NHS	Signage Status	Beginning Point	Ending Point
I-565	Signage Pending	Athens, AL I-65 Exit 351	Huntsville, AL I-565 Exit 19C

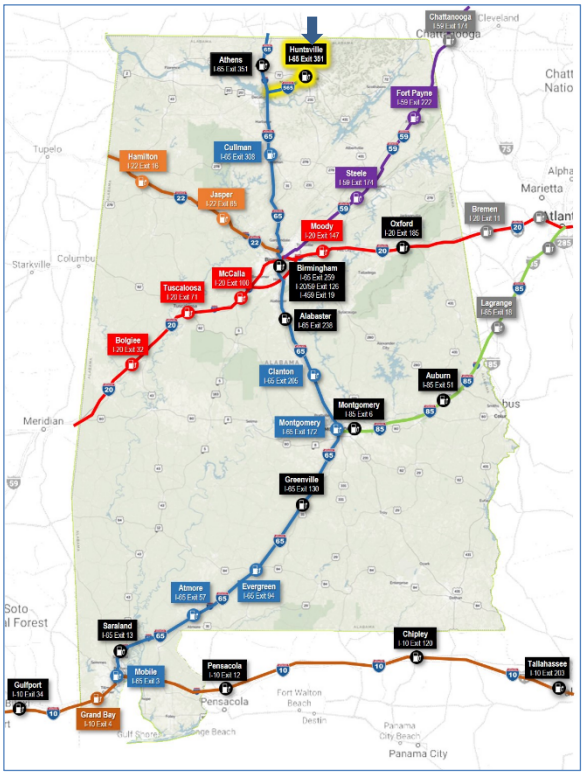


Figure 8: Interstate I-565 Signage Ready EV Corridor

SPECIFIC I-565 ELECTRIC VEHICLE CHARGING STATION INFORMATION

I-565 Electric Vehicle Corridor charging locations are Signage Ready:
No greater than 50 miles between charging locations and no more than 5 miles off corridor

Station Name	Station Address	City	State	Zip code	Exit Mile Marker	Distance to Next Station	Miles to Exit
Electrify America	1011 US Hwy 72 E	Athens	AL	35611	I-65 Exit 351	40	<5
TBD	TBD	TBD			TBD		
City of Huntsville	301 Fountain Circle	Huntsville	AL	35801	19C	-	<5