South ossetia electric vehicle infrastructure

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The South Dakota Electric Vehicle (EV) Fast Charging Plan is a framework to guide the creation of a network of EV fast chargers throughout South Dakota. Once completed, the EV charging network in South Dakota will connect to the national network to provide convenient, reliable, affordable, and accessible charging for all EV drivers. The Plan is a Federal requirement in order to obtain National Electric Vehicle Infrastructure (NEVI) Program funding from the 2021 Infrastructure Investment and Jobs Act (IIJA).

SDDOT held two public meetings to present the SD EV Fast Charging Plan process. Both meetings shared the same information, a video of the presentation and access to the slides can be found below.

View the Presentation Slides

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In the past two years, the Southeastern U.S. has seen monumental investment and excitement around electric vehicle (EV) adoption and manufacturing. Businesses across the globe recognize that the Southeast market could become an electric mobility hub that drives the country into a new era. But, unless we intervene, the EV revolution might not reach the whole Southeast. EV sales and charging station installation are most prevalent in urban areas, leaving rural communities behind.

Misinformation around EVs runs rampant and it"s hurting the rural communities that stand to benefit most from the transition. Rural households spend 44% more on transportation fuel than urban households, so when geopolitical conflicts across the globe drastically affect oil prices, rural homes are particularly vulnerable. Electrifying transportation helps reduce our oil dependency and plug into a source of energy with existing infrastructure and long-term price stability.

While many rural communities have struggled to get transportation electrification projects off the ground, that experience is not universal. Orangeburg, South Carolina is a great example of a community looking to revitalize and seize the opportunity to be a leader in this movement. Orangeburg City Administrator Sidney Evering recognized that the city was in need of a jumpstart, both for tourists passing through and its own residents. Orangeburg is considered a "persistent poverty community" and is located along interstates 95 and 26, exposing it to higher levels of air pollution.

But Orangeburg is determined to remedy these issues. Recognizing its proximity to major interstates, the town installed two Tesla supercharger sites along the major routes, with a second on I-95 being built soon. Orangeburg was also awarded a $23 million RAISE grant for a new multi-modal transit hub, including EV

charging and e-bikes. This serves its downtown business district, both colleges in the town, and a new public-private redevelopment site. The town has prioritized clean transportation for its community, understanding that along with it comes better health outcomes, more stable fuel pricing, lower total cost of ownership for local drivers, and increased revenue from out-of-town EV drivers that stop to charge.

In 2023, the Electrification Coalition (EC) hosted a series of roundtables in the Southeast to engage with rural communities and learn more about what barriers they face in implementing EV infrastructure and procuring vehicles. We hosted workshops in Florida, Georgia, and North Carolina in rural communities, and we held a regional workshop in Charlotte, North Carolina to include South Carolina along with the original three states. We heard from local governments, universities, businesses, elected officials, and concerned citizens aboutthe biggest barriers to transportation electrification, and we have pulled together the common themes and challenges:

Rural communities can be at the forefront of this transition and take advantage of many of these new funding opportunities from the Bipartisan Infrastructure Law and Inflation Reduction Act, but not without intentional leadership. It takes coordination, planning, and problem-solving outside of traditional operational silos, but the benefits can be significant. Across the U.S. and especially in the Southeast, we"re seeing the beginning of an exponential growth curve for EV adoption and chargers, but that won"t include rural areas unless local and state leaders decide it will.

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