South Carolina

Electric Vehicle Charging Infrastructure Deployment Plan

August 2024

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Introduction

The South Carolina Department of Transportation (SCDOT) is responsible for adoption and implementation of the National Electric Vehicle Infrastructure (NEVI) Formula Program. This plan was originally created on August 1, 2022, in consultation with the Energy Office of the South Carolina Office of Regulatory Staff (Energy Office) and the South Carolina Division of the Federal Highway Administration (FHWA-SC). The plan will be updated annually to document progress with the implementation of the NEVI Formula Program.

South Carolina's plan will prioritize electric vehicle (EV) charging equipment for light-duty vehicles along the interstate highway system to complement completion of the national network. Initial emphasis will be placed on rural sections of interstate where the lack of urban facilities makes it less feasible for investments from the private sector. Since the previous plan update, SCDOT has implemented a robust, intentional, and ongoing stakeholder, industry, and public engagement effort to identify fair, equitable, and contextually appropriate locations for the equipment.

This document highlights the plan updates from the prior plan submitted in 2023. A list describing the updates from the prior plan is included below.

Updates from Prior Plan

The NEVI Program requires updating the state's EV Infrastructure Deployment Plan annually. This plan, submitted September 1, 2024, satisfies this requirement for fiscal year (FY) 2025. Sections of the plan that have been updated include the following:

- **State Agency Coordination**
  - The EV Interagency Working Group membership is consistent with the previous plan, but this plan has been updated with the new website location housing meeting livestreams, recordings, and information. Coordination surrounding Build America, Buy America (BABA) requirements was included in this section.
- **Public Engagement**
  - SCDOT conducted extensive in-person and virtual public and stakeholder engagement since the previous plan update. This included 20 public meetings with 112 attendees and 16 roundtable meetings and open houses with 78 participating stakeholders.
- **Vision and Goals**
  - SCDOT branded the SC NEVI Program as SC+EV to allow inclusion by other state initiatives beyond just NEVI.
  - Phase I and II were created to clearly communicate that Phase I will focus on building out the alternative fuel corridors (AFCs), and Phase II will focus on the remainder of the state.
  - The vision and goals of the SC+EV Initiative have been updated in response to the stakeholder and public engagement efforts held to date.

- **Contracting**
  - SCDOT is currently developing scoring criteria to align with a best-value selection and will consider evaluations based on qualifications, technical proposal and approach, and cost. Scoring criteria will also encourage equity and address Justice40 topics and requirements.
- **Civil Rights**
  - Accessibility considerations were a large factor for location decisions of SCDOT's public and stakeholder outreach efforts. Additionally, SCDOT has created a networking database comprising Electric Vehicle Supply Equipment (EVSE) providers, site hosts, and site developers to facilitate accessibility to potential team members. The SCDOT is currently developing program scoring criteria and will consider small business participation in those efforts.
- **Existing Conditions**
  - EV registration numbers in South Carolina have been updated. SCDOT is working with the South Carolina Department of Motor Vehicles to enhance the data it gathers to support further refinement of vehicle types as the national fleet evolves. Resilience efforts in the Strategic Statewide Resilience and Risk Reduction Plan have been outlined. Additionally, coordination with metropolitan planning organizations and councils of government has been incorporated into the SC+EV Initiative's public and stakeholder outreach efforts, which incorporates land use planning into its work and, in turn, will inform the SC+EV Initiative moving forward.
- **EV Infrastructure Deployment**
  - SCDOT has established a funding plan and strategy for EV infrastructure deployment beginning with the inclusion of typical NEVI standards. SCDOT is actively considering additional standards for Phase I and Phase II. Planned charging stations have been included in a table with placeholders where details remain to be determined along with a map of the state's proposed siting strategy toward full build-out.
- **Equity Considerations**
  - Outreach efforts for the SC+EV Initiative were organized with the equitable distribution of program benefits in mind. Fifteen of the 20 public open house meetings were held in or directly adjacent to disadvantaged communities (DACs) throughout South Carolina. Potential program benefits and proposed metrics for tracking progress have been further detailed in the Equity Considerations section.
- **Labor and Workforce Development**
  - In response to public and stakeholder engagement, SCDOT is exploring the eligibility of reimbursing private citizens for Electric Vehicle Infrastructure Training Program (EVITP) certification and is exploring whether NEVI funding may be provided to community colleges for purchasing EVSE to provide training that directly supports the NEVI Program.
- **Physical Security and Cybersecurity**
  - SCDOT identified five cybersecurity policy areas to focus on and outlines coordination efforts with other departments necessary to set security standards.

- **Program Evaluation**
  - SCDOT has established a data collection and reporting plan using the Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART). Data will be monitored and reported for the following datasets: station locations, charging sessions, uptime, outages, maintenance costs, station operator identity, station operator program, distributed energy resource information, and capital and installation costs.
- **Discretionary Exceptions**
  - No exceptions are included currently. Exception requests may be added, if needed, after the siting approach is finalized.

State Agency Coordination

Coordination with Other State Agencies

SCDOT is the lead agency in the administration of the NEVI Program in South Carolina. As such, SCDOT received funding from the federal government and will administer and implement the program, facilitate robust public engagement, and ensure compliance with federal and state requirements. This role requires frequent communication and interaction with several other state agencies, including, but not limited to, the State Energy Office, the South Carolina Department of Environmental Services, the South Carolina Department of Employment and Workforce, and the Office of State Fiscal Authority.

Interagency EV Working Group

Under Executive Order 2022-31, Governor Henry McMaster authorized SCDOT to establish an Interagency EV Working Group. The group's first meeting was January 4, 2023, and the Interagency EV Working Group has been meeting consistently since.

Members of the Working Group were selected to ensure representation by all key state agencies involved in the planning and implementation of EV charging across South Carolina. The Working Group may add other state agencies as appropriate. Membership of the Working Group remains the same and is listed below:

- Office of the South Carolina Governor
- South Carolina Department of Transportation
- South Carolina Department of Commerce
- South Carolina Department of Environmental Services
- South Carolina Office of Regulatory Staff
- State Fiscal Accountability Authority
- South Carolina Department of Employment and Workforce
- South Carolina Technical College System
- South Carolina Department of Motor Vehicles

The Working Group regularly discusses the opportunities and challenges associated with establishing a statewide EV charging network and welcomes industry experts to discuss perspectives on the matter. The Working Group receives regular updates on the state's SC+EV Initiative, its development, and its implementation. Meeting agendas and video recordings of the meetings are available online at https://southcarolina-ev.com/.

U.S.-Made Supply Equipment (2024 Update)

South Carolina is prepared to comply with BABA requirements following guidance of the FHWA and the Joint Office for the NEVI Program. However, the state asks for continued focus on providing a flexible definition of BABA. Supply chain disruptions and current marketplace production of EV chargers limit competition and increase program costs using the current guidance for BABA, which could delay deployment of infrastructure. SCDOT will continue to work with FHWA, U.S. Department of Energy/U.S. Department of Transportation Joint Office, and state agency partners to comply with the latest program guidance over the 5-year program. Charging infrastructure that began installation by October 1, 2024, qualifies for the BABA waiver for EV chargers, and infrastructure with installation beginning after that date will need to meet the full requirements of BABA.

Public Engagement

Intentional and robust public and industry engagement is an integral component to South Carolina's NEVI Program. The purpose of this section is to share information about the engagement efforts that took place over the last year and to share the SCDOT's vision for future public and industry engagement for the Program.

SCDOT has implemented and will continue to pursue intentional, comprehensive engagement in two key categories: public engagement and industry engagement. These two categories are defined below; however, the two categories of engagement may have overlap in instances where content is relevant to both groups of participants.

Public engagement focuses on communicating with and listening to communities throughout South Carolina, including residents, community leaders, government staff and elected officials, tribal communities, and DAC members and representatives.

Industry engagement focuses on industry stakeholders who could potentially have a role in the construction, operations, maintenance, and ownership of EVSE, as well as investor-owned, municipal, and co-op utilities.

Future Public and Industry Engagement

SCDOT will continue its engagement efforts over the next year and beyond. The intention of the public and industry engagement is to receive meaningful input from statewide communities,

relevant organizations, partner agencies, and industry stakeholders to inform both Phase I and Phase II of South Carolina's NEVI Program.

Future public engagement activities will include but are not limited to:

- Regular Website Updates
- Virtual Public Meetings
- In-Person Pop-Up Events or Open Houses
- Community Stakeholder Engagement or Working Groups
- Regular E-Newsletter Updates
- Interagency EV Working Group
- Direct Outreach with Community Leaders and Key Organizations
- Social Media Updates

Public engagement activities will work to communicate progress on Phase I procurement and deployment and to receive meaningful feedback regarding Phase II of the Program. Input and feedback received during community engagement will directly inform the Program, including but not limited to strategies for siting, infrastructure requirements, scoring criteria, workforce development efforts, and measurable benefits for DACs. SCDOT anticipates that much of the direction of the state's Phase II NEVI Program will be guided by the feedback received from community engagement. The distribution, prioritization, and type of charging infrastructure that is targeted for communities will be guided and informed by the community engagement process and results.

Future industry engagement activities will include but are not limited to:

- Industry Networking Opportunities
- Virtual Industry Webinars and Forums
- In-Person Roundtable Meetings or Open Houses
- Regular Website Updates
- Regular E-Newsletter Updates
- Interagency EV Working Group
- Direct Outreach with Utilities, Key Industry Organizations, and Potential Site Hosts
- Open Office Hours for Contractors after Notice of Award

Industry engagement will focus on education and feedback regarding the technical aspects of the Program, including federal compliance, technical specifications and configurations for EVSE, siting considerations, and anything related to the implementation of NEVI-funded EVSE chargers that requires state input. It is also intended as an opportunity to solicit feedback and better understand the continuously evolving market for EVSE.

Community Engagement Outcomes Report (2024 Update)

Over the past year, SCDOT has deployed an intentional and robust public and industry engagement effort to inform both Phase I and Phase II of South Carolina's NEVI Program. These efforts, supporting both public engagement and industry engagement, are expanded on below.

Program Website

A dedicated program website and brand was developed in support of South Carolina's NEVI Program, the SC+EV Initiative. The program website, found at southcarolina-ev.com, is a comprehensive resource for both public and industry engagement. On the website, visitors can find general information about the SC+EV Initiative and the NEVI Program, previous plan updates, how to get involved, industry resources, Interagency EV Working Group materials, FAQs and resources, and a comment form to contact the project team.

In-Person Public Engagement

SCDOT implemented a robust, in-person engagement strategy in April and May 2024 to engage with residents, community leaders, government staff and elected officials, Tribal communities, and DAC members and representatives across the state. This engagement included 20 in-person public meetings in various locations to inform, engage, and garner feedback from varying perspectives across South Carolina.

These meetings were facilitated in a drop-in, open house style format with project team members available to discuss the Program and encourage feedback from attendees. No formal presentation was given at any of the public open house meetings.

A total of 112 members of the public attended these open houses. **Figure 1** outlines the meeting locations by city.

This effort included a key focus on DACs, designed to expand on previous state efforts and ensure equitable engagement with and representation from various demographics. A total of 15 meetings were held in or in direct proximity to clean transit DACs as part of the engagement effort.

Public outreach regarding in-person engagement efforts included advertisements in The State and The Post and Courier newspapers, press releases disseminated to media outlets, social media posts on SCDOT channels, targeted phone calls to local government entities, and nearly 4,500 email and physical mail invitations and reminders distributed.

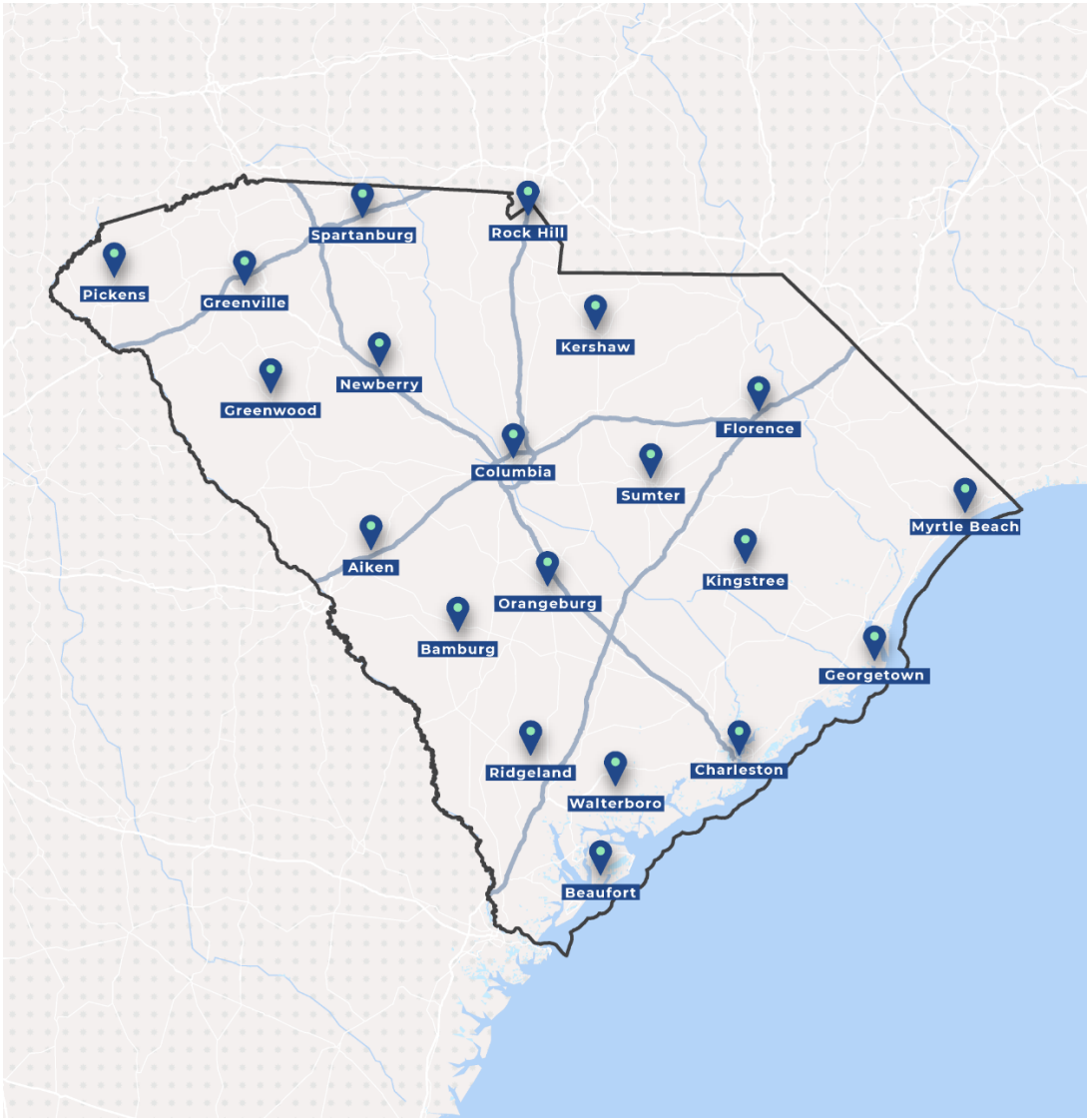


Figure 1 | In-Person Engagement Locations

Live Virtual Town Hall Public Meeting

Following the conclusion of in-person public engagement, SCDOT hosted a virtual town hall meeting to provide an additional virtual opportunity for members of the public to attend, receive more information about the initiative, and provide feedback. The same information was presented during this meeting as the in-person public meetings. The live virtual meeting garnered 37 attendees.

On-Demand Virtual Public Meeting

An on-demand virtual public meeting was held in tandem with the in-person open house meetings and was made available on the SC+EV website starting April 22, 2024. This virtual meeting presented the same information that was provided at the in-person open houses. As of August 22, 2024, the on-demand virtual meeting has received 166 views.

Interactive Activities During Public Engagement

At the in-person public open houses and during the live virtual public meeting, SCDOT requested feedback via three interactive activities, in addition to offering open comment forms for submission. The activities were aimed to garner feedback regarding station location preferences, station amenity preferences, and station establishment type preferences. The results of these interactive activities is shown in **Figure 2** through **Figure 4**.

Results from these interactive activities will directly inform Phase II of the Program, including distribution, prioritization, and type of charging infrastructure that is targeted for communities. Additionally, this feedback will inform the potential scoring criteria related to both Phase I and Phase II stations.

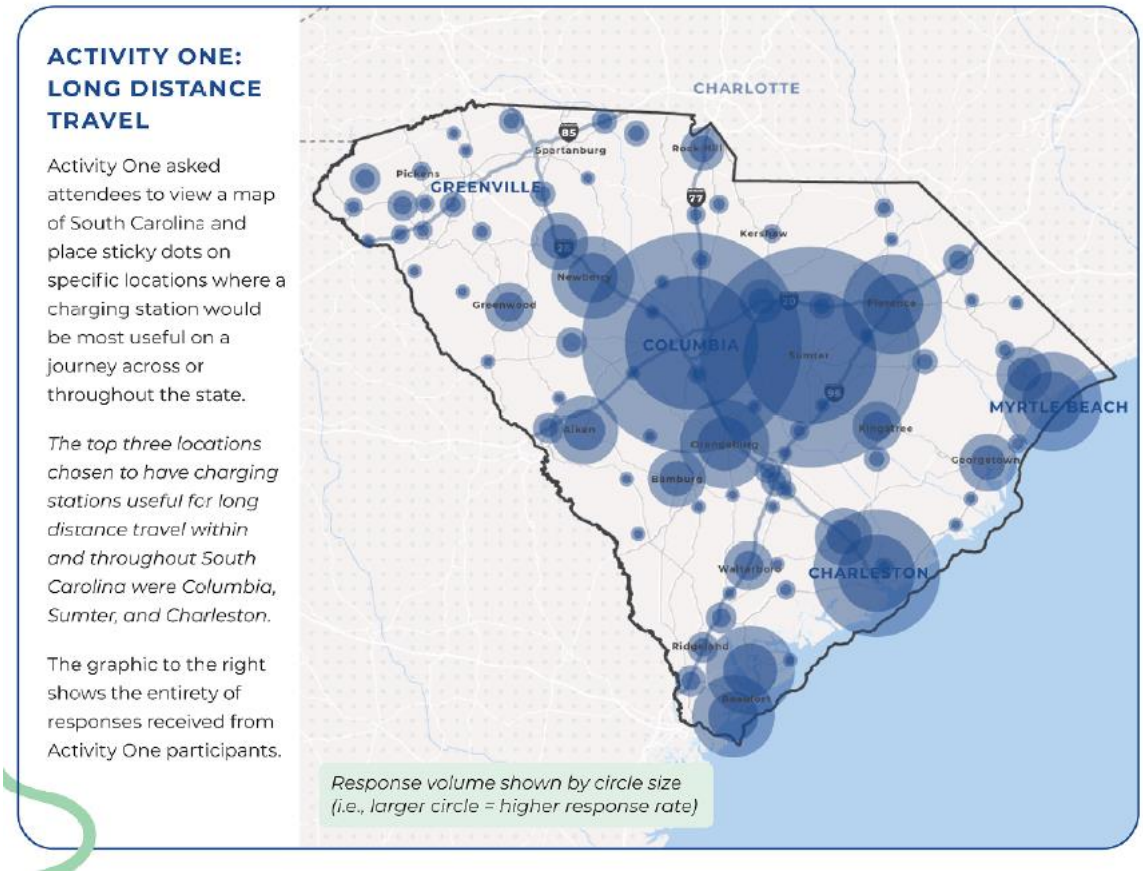


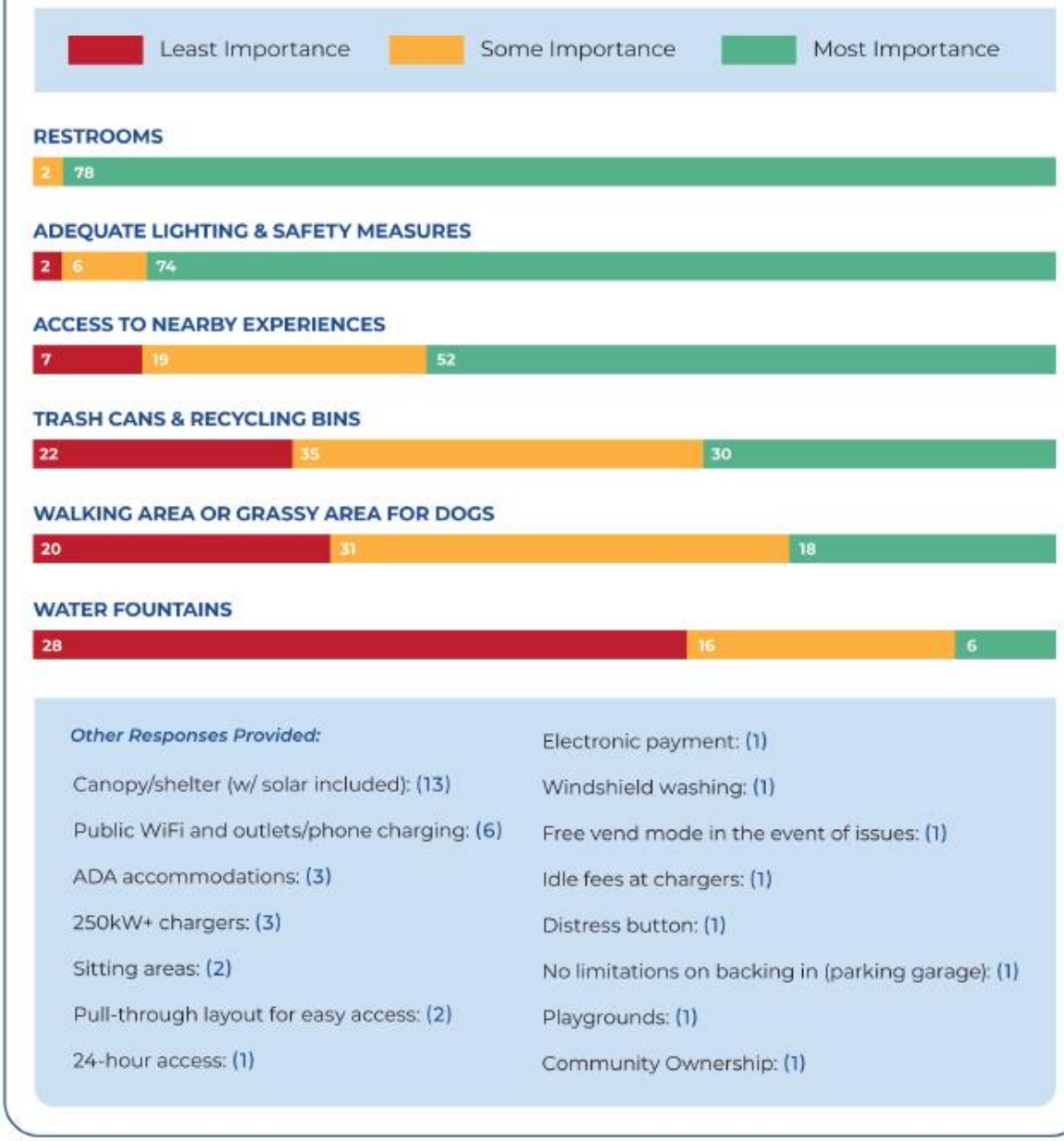
Figure 2 | Activity 1 Results

ACTIVITY TWO: STATION AMENITIES

Activity Two asked attendees to rank the charging station amenities most important to them using green, yellow, and red sticky dots. Attendees could also write in additional responses in an 'Other' section.

Restrooms, adequate lighting and safety measures, and access to nearby experiences were ranked the top three most important charging station amenities among in-person and virtual attendees.

The graphic below shows the entirety of responses received from Activity Two participants.



Other Responses Provided:

- Canopy/shelter (w/ solar included): (13)
- Public WiFi and outlets/phone charging: (6)
- ADA accommodations: (3)
- 250kW+ chargers: (3)
- Sitting areas: (2)
- Pull-through layout for easy access: (2)
- 24-hour access: (1)
- Electronic payment: (1)
- Windshield washing: (1)
- Free vend mode in the event of issues: (1)
- Idle fees at chargers: (1)
- Distress button: (1)
- No limitations on backing in (parking garage): (1)
- Playgrounds: (1)
- Community Ownership: (1)

Figure 3 | Activity 2 Results

ACTIVITY THREE: ESTABLISHMENTS

Activity Three asked attendees to list, using sticky notes, what types of everyday establishments (gas station, library, etc.) would be a useful location for a charging station.

The top three most useful establishments for a charging station identified by attendees were restaurants/fast food locations, shopping centers, and gas stations.

The graphic below shows the entirety of responses received from Activity Three participants.

RESPONSES

- GROCERY STORES (11)
- LIBRARIES (9)
- MAIN ST. DISTRICTS/DOWNTOWNS (9)
- HIGHWAYS/TRAVEL ROUTES (8)
- REST AREAS (6)
- GOVERNMENT BUILDINGS (6)
- CONFERENCE/EVENT CENTERS (5)
- EMPLOYMENT CENTERS (4)
- TOURIST ATTRACTIONS (3)
- MEDICAL CENTERS (3)
- PARKING GARAGES (3)
- RURAL POST OFFICES/AREAS (2)
- APARTMENTS/TOWNHOMES (2)
- UNIVERSITIES (2)
- MOVIE THEATERS (2)
- CAR WASHES (1)
- LAUNDROMATS (1)

**Some community members expressed interest in rest areas as useful charging station locations. Federal law prohibits commercial services, including EV charging stations, at rest stops.*

Figure 4 | Activity 3 Results

Other key feedback received via comment forms and in-person discussion included the following:

- **Workforce Development:** Various community members expressed a specific need for the SC+EV Initiative to address workforce development in efforts to support DACs and further economic development objectives in the state.
- **Charging Speed:** Community members emphasized that 150kW charging may not be sufficient and suggested that SCDOT consider utilizing charging infrastructure that is 250kW+ for faster and easier consumer charging.
- **Community-Based Charging:** Members of the public expressed a desire for Phase II to address travel to, from, and within communities on state roadways or highways that are common routes of travel and not designated AFCs.

Industry Kickoff Webinar

SCDOT initiated industry engagement with a virtual industry kickoff webinar. This webinar was held April 9, 2024, to inform industry members about the NEVI Program and SC+EV Initiative, upcoming in-person engagement opportunities, and next steps for the development and implementation of South Carolina's NEVI Program. A total of 38 industry stakeholders attended the kickoff webinar.

Industry In-Person Roundtable Meetings and Open Houses

SCDOT deployed a robust in-person industry engagement effort by hosting a total of 16 roundtable meetings and open houses across the state in major urban areas and in more rural areas along South Carolina's AFCs. These meetings were all held in April 2024. The meetings and open houses aimed to garner important feedback related to the technical development and deployment of Phases I and II of South Carolina's NEVI Program.

A total of 78 industry stakeholders attended the roundtable meetings and open houses. **Figure 5** outlines the meeting locations by city. Outreach included a total of 1,972 email and physical mail invitations and reminders distributed.

SCDOT hosted roundtable meetings targeted to key industry stakeholder groups over the course of three days in major urban centers across the state: Columbia, Charleston, and Greenville. Each day had a total of three 1.5-hour roundtable meetings (nine total meetings). The roundtable discussions were broken out into EVSE Suppliers and Providers, Utilities, and Potential Site Hosts. SCDOT led facilitated discussions surrounding key technical topics including charging infrastructure locations, operations and maintenance, workforce development, and procurement process needs.

In addition to the roundtable meetings, SCDOT hosted seven additional industry open houses in more rural areas along South Carolina's AFCs. These meetings were held in a drop-in style

open house format where attendees had the opportunity to discuss key topics directly with project team members.

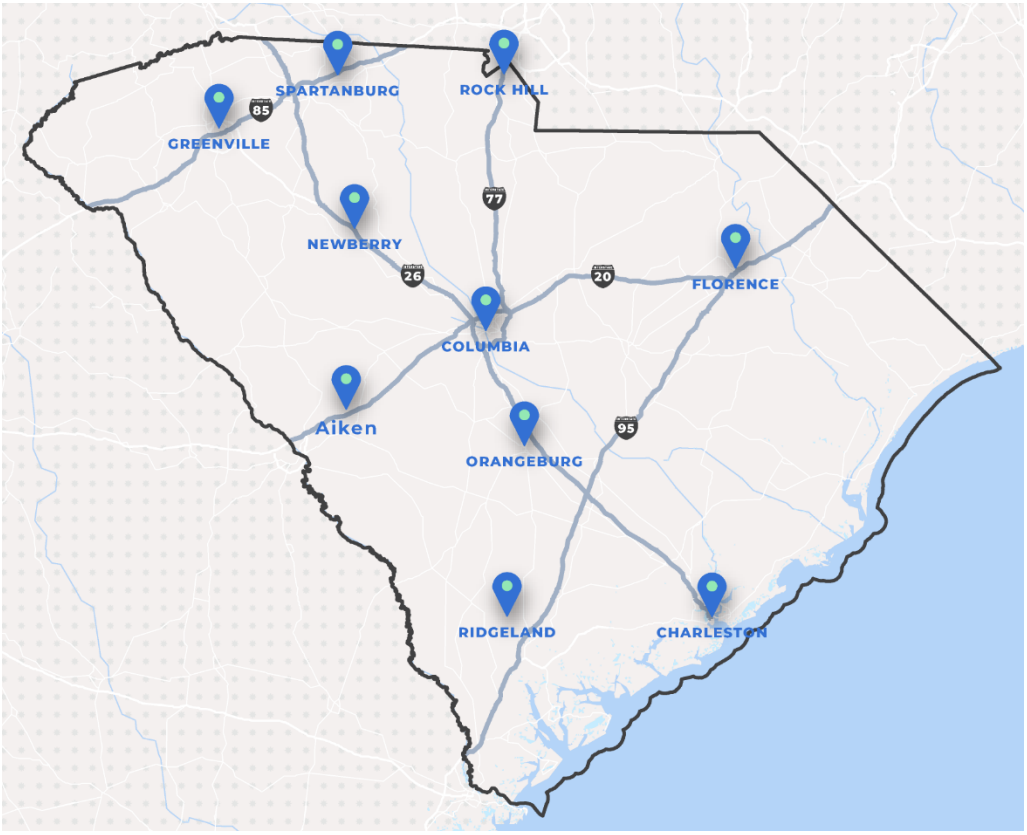


Figure 5 | In-Person Roundtable and Open House Meetings

Feedback from industry stakeholders was collected through thorough discussion notes, in-person comment forms, and digital comment submissions via the program website and email. Key findings from this feedback are shown in **Figure 6**.

Figure 6 | Key Feedback Findings

Industry Live Virtual Meeting

Following the conclusion of in-person industry engagement, SCDOT hosted a live virtual meeting to provide an additional opportunity for industry stakeholders to attend, receive more information about South Carolina's NEVI Program, and provide feedback. Information presented at this meeting mirrored the in-person roundtable and open house content while also including additional information about best practices for the implementation of charging infrastructure. The live virtual meeting was held June 4, 2024, and garnered 56 attendees.

Industry Networking Database

SCDOT launched an electronic industry networking database in May 2024 in preparation for Phase I procurement. Industry organizations can sign up to be included in the networking database via a link on the project website. SCDOT updates the database regularly to incorporate new submissions. The networking database's intent is to introduce and connect stakeholders who may want to partner on EV charging station deployment teams. SCDOT does not vet, review, or recommend the entities providing information to be included in the database.

The database provides general organization information, point of contact information, capabilities in relation to NEVI deployment, and information regarding what the organization was seeking from teaming partners.

Industry Request for Information Survey

In April 2024, SCDOT launched a Request for Information Survey to receive feedback from industry stakeholders. Questions aimed to understand industry preferences and experience to help guide the technical development and deployment of Phase I of South Carolina's NEVI Program. The Survey garnered 33 submissions from industry stakeholders. A summary of key feedback submitted follows.

- **Stakeholder Diversity and Engagement:** The Request for Information Survey garnered responses from a diverse range of stakeholders (33 responses), including EVSE operators, owners, site hosts, utility representatives, and other entities, showcasing a broad spectrum of interests and expertise in the EV infrastructure domain. Respondents expressed varying levels of experience and engagement with Direct Current Fast Charger (DCFC) infrastructure. Thirty-two respondents have interest in continuing to be a part of the email list, and 26 would be interested in joining a networking list to pair partners.
- **Challenges and Strategies for Implementation:** Respondents identified key challenges to NEVI Program implementation, such as supply chain constraints, finding partners, and regulatory hurdles like permitting and zoning. Suggestions for overcoming these challenges included close collaboration with local utilities, NEVI-focused educational initiatives by SCDOT, flexible funding with no limits tailored to competitive proposals, and best value scoring approach that balances quality with cost. Fifty-nine percent of respondents stated 150kW per port is appropriate.
- **Operational Considerations and Sustainability:** Strategies for enhancing station utilization and futureproofing, such as integrating charging stations with other amenities, offering operations and maintenance funds, and deploying infrastructure alongside renewable energy sources, reflect a broader emphasis on sustainability and community engagement.
- **Workforce Development and Inclusivity:** Insights into workforce readiness and training programs revealed a mixed landscape, with both confidence in existing capabilities and recognition of areas needing improvement, particularly regarding EVTIP certification and minority business participation. Sixty-nine percent of respondents said South Carolina has the required workforce to implement NEVI.

Recommendations for SCDOT included facilitating education, providing clear guidance, and fostering partnerships with community-based organizations to ensure inclusivity and diversity in program implementation.

Tribal Engagement (2024 Update)

SCDOT understands the importance of Tribal engagement to South Carolina's NEVI Program. There is one federally recognized tribe in South Carolina, the Catawba Indian Nation. To that end, SCDOT facilitated engagement via a virtual meeting with Catawba Indian Nation Tribal leadership and staff to provide information about South Carolina's NEVI Program and get feedback on the objectives and implementation strategy for Phase II. During the meeting, Catawba Indian Nation staff members indicated interest in maintaining engagement with SCDOT regarding NEVI as both Phase I and Phase II are implemented. Discussion centered around potential site host opportunities, Phase II implementation, workforce development opportunities, and future community engagement opportunities. SCDOT intends to continue engagement with Catawba Indian Nation as the Program progresses.

The Catawba Indian Nation was also included in all outreach email distributions regarding in-person and virtual engagement opportunities for the Program.

Utility Engagement (2024 Update)

SCDOT understands the key role that utilities play in the deployment of South Carolina's NEVI Program and the importance of ongoing engagement with utility providers. During the in-person industry roundtable meetings, three targeted utilities meetings were held, as described in the Community Engagement Outcomes Report (2024 Update) section.

In feedback received during the industry roundtable utility meetings, multiple participants expressed that utilities would like to be engaged early in the evaluation process for potential sites for capacity. SCDOT intends to maintain ongoing communication with utility providers to share siting strategy information and potential site locations after they are available for the Program.

Site-Specific Public Engagement (2024 Update)

SCDOT understands that site-specific public and industry engagement will be of key importance as the siting strategy is finalized for Phase I of South Carolina's NEVI Program. As potential sites are identified, direct communication will be facilitated with potential site hosts, small businesses, and other industry stakeholders.

Site-specific public engagement will include but is not limited to the following:

- Direct Phone Outreach to Potential Site Hosts
- Virtual Engagement Opportunities (one-on-one meetings or webinars)
- Direct Mailing Outreach in Potential Site Areas
- Small Business Engagement

Visions and Goals

This plan provides a multiyear approach to support a convenient, affordable, reliable, and equitable statewide and national EV network that is compliant with NEVI Program standards and requirements. South Carolina's vision is to prioritize placement of NEVI-compliant passenger car EV charging equipment along the interstate highway system to complement completion of the national network. Initial emphasis will be placed on rural sections of interstate where the lack of urban facilities makes it less feasible for investments from the private sector. Program goals have been updated since the last plan update to include an emphasis on workforce development.

The goals are as follows:

- Update this plan annually by the federal deadline for each year of the NEVI Program
- Conduct robust, intentional, and ongoing stakeholder, industry, and public engagement to guide annual updates to this plan
- Implement EV charging infrastructure incorporating the evaluation of stakeholder, industry, and public input
- Prioritize workforce development efforts based on stakeholder, industry, and public input to meet the workforce needs to deploy and maintain EV charging infrastructure
- Work closely with electricity providers to ensure selected EV charging sites can be provided with electricity in a cost-effective and reasonable manner
- Provide a minimum of four 150kW DCFCs per site that can simultaneously charge four EVs with 150kW available per EV
- Ensure EV charging infrastructure sites are located at a maximum spacing of 50 miles along the interstate system and a maximum of 1 travel mile from the interstate
- Ensure the sites comply with the pending NEVI Program standards and requirements

Annual updates to this plan may modify the vision and goals based on stakeholder input.

Contracting

SCDOT is planning to use a competitive selection process that aligns with associated federal requirements. The state does not intend to own or operate the EV charging infrastructure nor will the state utilize state-owned right-of-way for charging sites. With that, SCDOT has chosen to

engage third-party entities to design, install, own, operate, and maintain the EV charging infrastructure on private property along state AFCs.

SCDOT and its partners are in the process of developing an RFP to administer NEVI funds in the deployment of South Carolina's EV charging infrastructure. The RFP will detail the application timeline, process, requirements, and evaluation criteria, along with detailing technical requirements, the scope of work and deliverables, and the contractual terms of the award. SCDOT has and will continue to work collaboratively with its legal counsel and FHWA-SC division office as it pertains to developing its competitive selection.

Status of Contracting Process

SCDOT is currently developing RFP documents, which will include the best value approach to scoring criteria, clear technical requirements, scope of work, and deliverables to help procure private partners who will ultimately own and operate the stations. The contracting process is anticipated to follow this timeline:

For SCDOT to administer the Program, it must follow SC Procurement Code as defined in the SC Code of Laws Section 11. SCDOT is required to obtain approval from the State Fiscal Accountability Authority to administer a procurement to design, build, finance, operate, and maintain EV chargers.

Awarded Contracts

Though there are no awarded contracts at this time, SCDOT intends to use a competitive selection that aligns with associated federal requirements.

Scoring Methodologies Utilized (2024 Update)

SCDOT is currently developing scoring criteria to align with a best-value selection to allow for evaluations based on qualifications, technical proposal and approach, and cost. South Carolina's approach will require qualified private parties to develop a realistic strategy that furthers the achievement of the plan's goals. In addition, the scoring criteria will encourage equity and address Justice40 topics and requirements, including targeting 40 percent of Program benefits toward DACs.

Plan for Compliance with Federal Requirements

SCDOT is drafting RFP documents that clearly outline the technical requirements, scope of work and deliverables, and the legal contract that contractors will be required to sign at award. The legal contract will clearly outline all federal requirements that awardees must comply with, including—but not limited to—applicable requirements of 23 United States Code (U.S.C.); 2 Code of Federal Regulations (CFR) 200; 23 CFR 680; Davis-Bacon wage requirements; Build America, Buy America; Title VI of the Civil Rights Act of 1964; Americans with Disabilities Act; and Federal Form 1273. The clarity and detail of the documents are a first step to ensuring contractors understand their obligations and requirements. In addition to clearly detailing requirements in the RFP, SCDOT intends to develop a program management plan that includes standard operating procedures to use during Program implementation with regard to compliance. SCDOT will continue to collaborate with FHWA-SC Division Office to ensure compliance with Program requirements.

Civil Rights

South Carolina will continue to adhere to Title VI of the Civil Rights Act of 1964 regarding discrimination by recipients of federally funded programs, Section 504 for the Rehabilitation Act of 1973, and the Americans with Disabilities Act. Acting as the lead agency for implementation of the NEVI Program, SCDOT will continue to work with the Office of Minority and Small Business Affairs for valuable expertise and assistance on matters related to civil rights.

As previously mentioned, public engagement in 2024 consisted of a roadshow series of 20 public open house meetings, 10 stakeholder meetings, and 3 meetings for interested potential site hosts held across the state from April 22 to May 16, 2024, to ensure accessibility from as many locations as possible. A virtual stakeholder meeting was conducted to provide an avenue for participation for stakeholders who could not attend one of the in-person events. In addition, a virtual public meeting is continually available on the Program website and allows individuals to contact by email or to leave comments in a comment form.

To provide networking opportunities for those interested in participating in the SC+EV Initiative, a networking database has been compiled, consisting of EVSE providers, site hosts, and site developers who might be interested in forming future teams. SCDOT is not vetting, reviewing, or recommending entities providing information to be included in the industry networking database. The list is publicly available for anyone to view on the Program website. Interested entities may approach one another and may vet other entities on the database list independently via direct communication and research as they prepare teams for submitting a proposal.

Small Business Considerations (2024 Update)

The NEVI Program can consider small business participation within scoring criteria during Phase I. This may include several small business considerations, including the use of small businesses as vendors and site hosts. The SCDOT Office of Minority and Small Business Affairs will be consulted for its expertise regarding matters related to civil rights and was consulted to assist with

establishing contacts for the 2024 engagement initiative to ensure a well-balanced approach to implementation of the NEVI Program. The SCDOT is currently developing scoring criteria and will consider small business participation in those efforts.

Existing and Future Conditions

Current and Projected EV Registrations (2024 Update)

EV ownership in South Carolina has continued to increase over the years. Over the previous 3 years, the number of registered EVs (not including plug-in hybrid EVs) has more than doubled. **Figure 7** illustrates EV registration growth in South Carolina between 2016 and Q4 2023 according to the U.S. Department of Energy's Alternative Fuels Data Center.

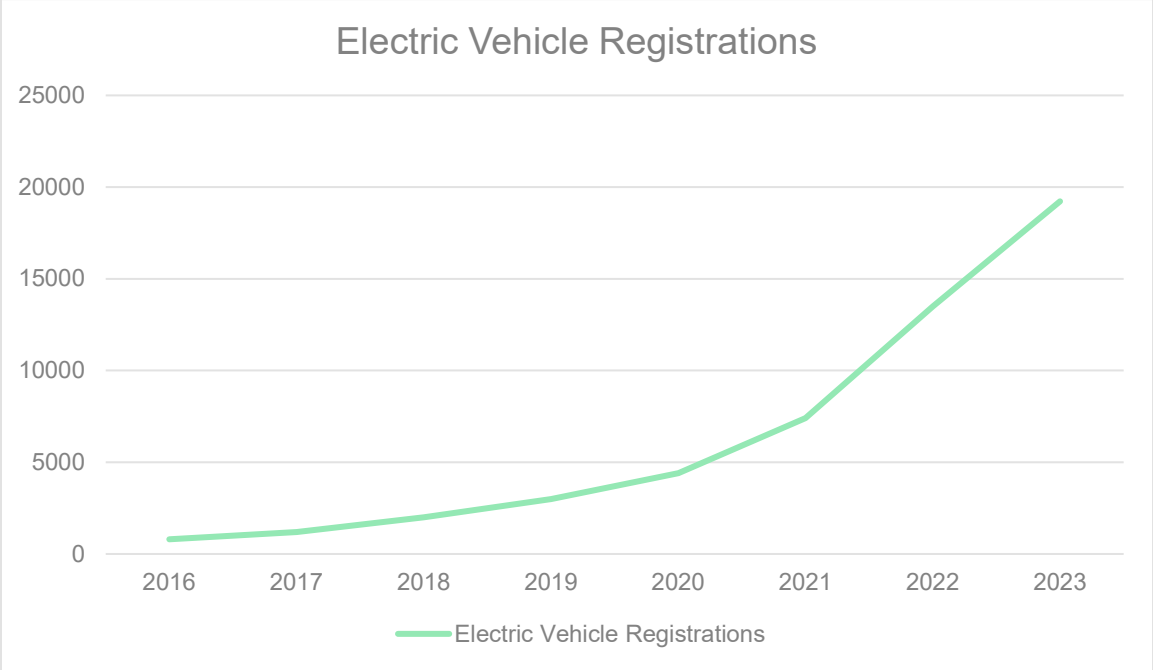


Figure 7 | EV Registrations in South Carolina

Geography/Terrain and Challenges to EV Charger Deployment

Resilience (2024 Update)

Strategic Statewide Resilience and Risk Reduction Plan

The South Carolina Office of Resilience develops and implements the Strategic Statewide Resilience and Risk Reduction Plan. SCDOT participated with the creation of this plan, which was designed to guide the investment in resilience projects, particularly flood mitigation projects, across the state. This plan strongly encourages designing infrastructure to incorporate resilience practices and to incorporate resilience strategies into construction and maintenance as well. EV charging stations along evacuation routes have the potential to greatly impact and increase EV

evacuation potential by reducing range anxiety and increasing charging accessibility in extreme weather emergencies.

Land Use Patterns (2024 Update)

The SC+EV Initiative's public engagement included coordination with numerous local and regional planning authorities, including the planning departments of cities and counties, metropolitan planning organizations, and councils of governments. Feedback on land use and development patterns has been collected and has informed the development of evaluation criteria for the Program. Land use patterns, such as development at interchanges, have been a consideration during siting analyses to identify potential zone locations and a method for promoting an equitable distribution of Program funds.

Industry/Market Conditions

Though not necessarily NEVI compliant, South Carolina is home to many existing Level II and Level III charging stations as illustrated in **Figure 8**. Public interest in EVs is growing, which is reflected in the state's increasing EV registration numbers, especially following 2021. Interest in alternative fuels and reduction in transportation-related emissions is rising in tandem with the increased interest in EVs. Programs and initiatives exist in the state with missions that align with the promotion of EV charging across the state and are listed below.

Palmetto Clean Fuels Coalition

The Palmetto Clean Fuels Coalition, a part of the Clean Cities Program, is an initiative established by the South Carolina Energy Office. Its mission is to increase use of alternative fuel sources in the state. The Coalition strives to promote lower fuel prices, improve air quality, and reduce petroleum competition. Stakeholders are working together to inform the initiative, including cities and counties, utility companies, state departments, and motor vehicle manufacturers.

PLUGinSC Incentive Program

Under the Palmetto Clean Fuels Coalition, the state recognized that a major hurdle faced by the state when referring to EV adoption is range anxiety and the perceived access to EV charging across the state. The South Carolina Energy Office established an incentive program called PLUGinSC to support the adoption of standardized EV signage and branding across the state and in turn support public adoption of EVs.

Transportation Needs

Transportation needs across the state have generally not changed since the previous SC Electric Vehicle Charging Infrastructure Deployment Plan update. However, the South Carolina Multimodal Transportation Plan (MTP) and Statewide Freight Plan are being updated, so potential impacts to the AFCs and opportunities to coordinate planning efforts has been outlined below.

State Travel Patterns

As the South Carolina MTP and Freight Plan are being updated, there will be an opportunity to collaborate and share travel pattern data. This will better frame where traffic is coming and going and will differentiate among types of traffic, such as long-distance travel, everyday commutes, and freight traffic.

Public Transit Needs

As with travel patterns across the state, the South Carolina MTP update presents opportunities to collaborate and share transit-related data, especially as more transit agencies continue efforts to electrify their fleets.

Freight

According to the Statewide Freight Plan, Interstate 85 (I-85), Interstate 26 (I-26), Interstate 20 (I-20), and Interstate 95 (I-95) are all on the National Highway Freight Network. Each are also designated AFCs, meaning freight traffic will have a large presence on the corridors to be built out during Phase 1. It will be key to understand anticipated freight and EV growth along the corridors to properly accommodate the needs related to both. Tonnage in South Carolina is anticipated to grow 65 percent from 2016 to 2040 according to the current Freight Plan. The current Freight Plan (2022) will be updated every 4 years, which provides the opportunity to coordinate efforts.

Role of Utilities

South Carolina is in the bilateral Southeast Electricity Market, according to the Federal Energy Regulatory Commission. This includes all or portions of Florida, Georgia, Alabama, Mississippi, North Carolina, South Carolina, Missouri, and Tennessee.

According to the U.S. Energy Information Administration, as of May 2024, 4,476 thousand MWh of electricity generation has been nuclear, compared to 1,993 thousand MWh from natural gas fired, 1,300 thousand MWh from coal fired, 205 thousand MWh from hydroelectric, and 474 thousand MWh from non-hydroelectric renewables.

Existing Charging Stations (2024 Update)

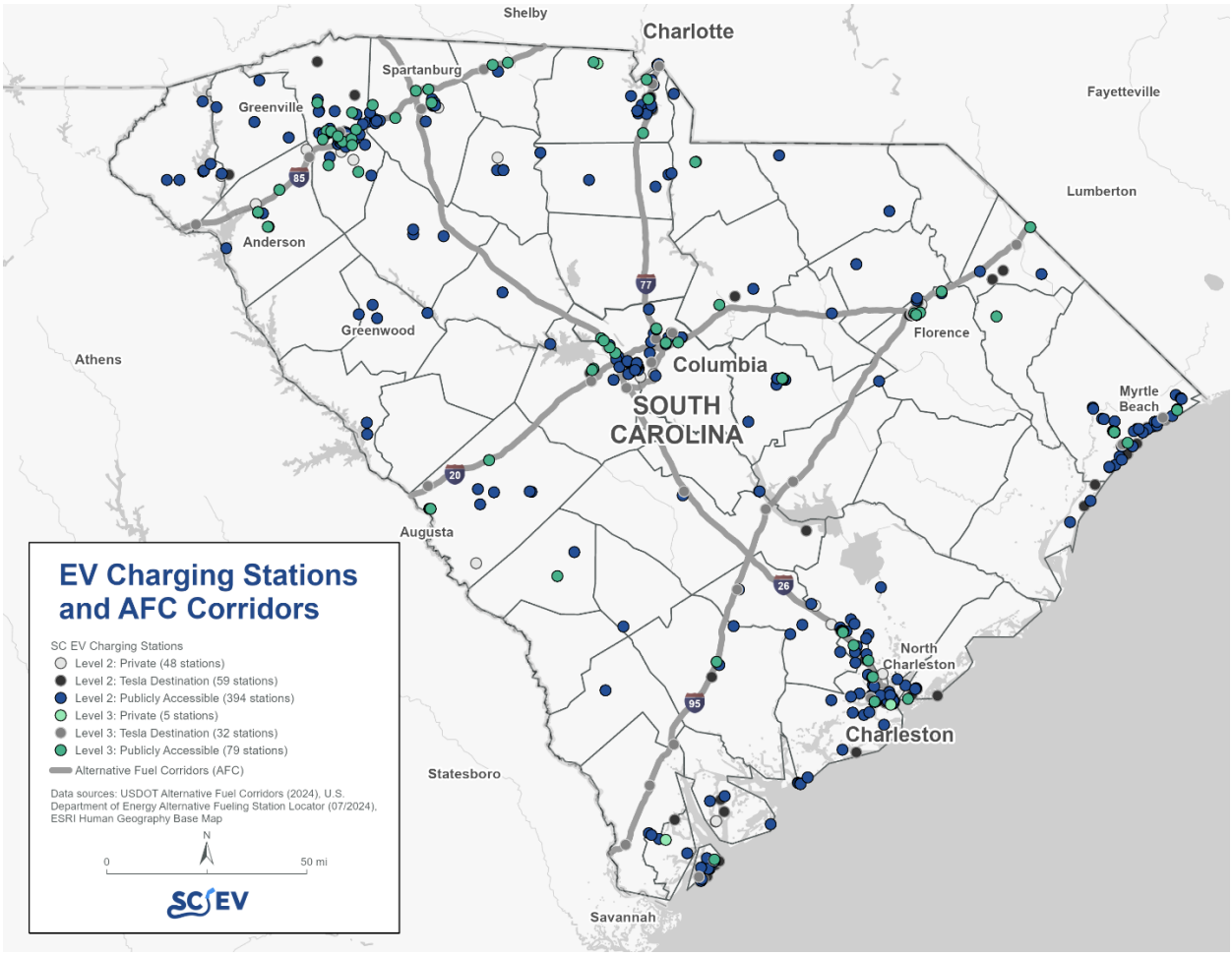


Figure 8 | Existing Charging Stations in South Carolina

According to the U.S. Department of Energy's Alternative Fuels Data Center, as of July of 2024, there are 564 stations publicly accessible in the state. DCFC chargers, or Level III chargers, comprise 18 percent of the public charging network, while 80 percent of the network is made up of Level II chargers.

Currently, 67 percent of public EV chargers (Level II and III) in the state are within 1 mile of an AFC. However, NEVI program guidance requires stations to have four or more chargers with 150 kW capacity within 1 mile of an AFC, among other requirements. There were five stations that were previously believed to be AFC creditable, which are shown in **Figure 9**. **Table 6** in the Appendix lists the DCFC charging stations in South Carolina within a 2-mile buffer of an AFC.

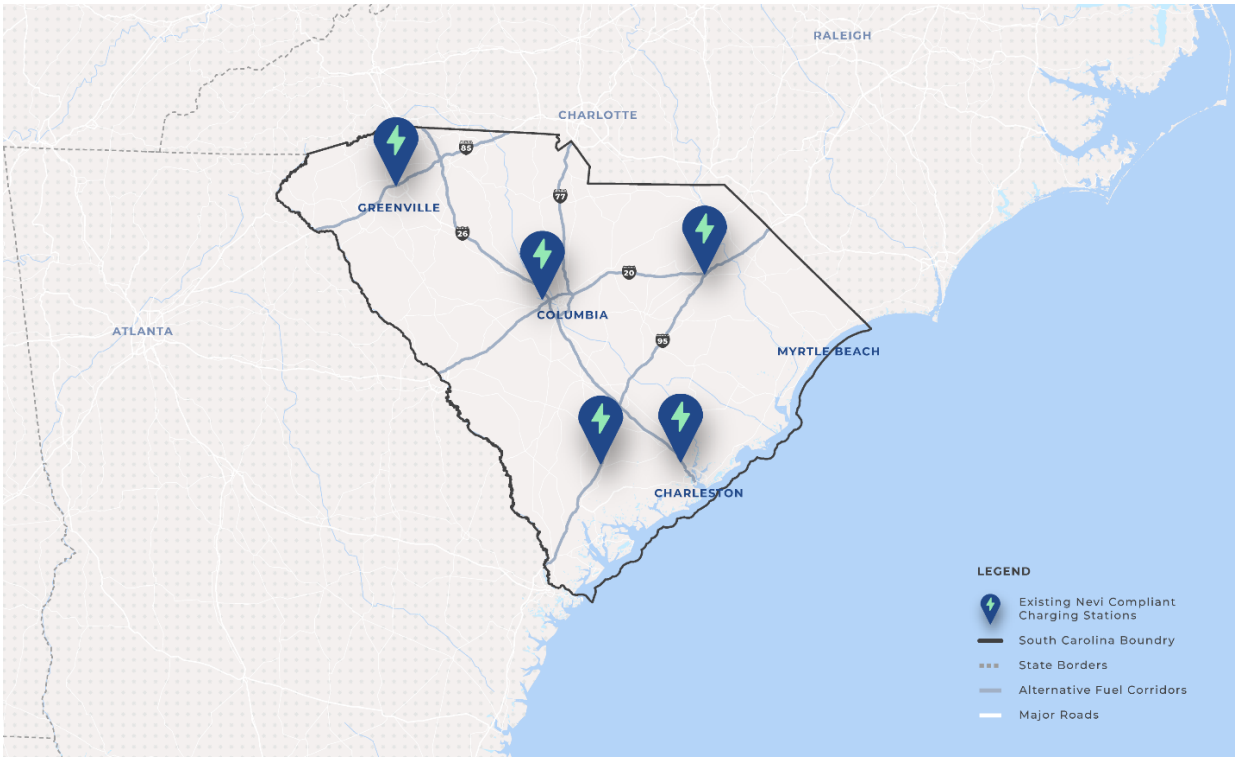


Figure 9 | Existing Charging Stations Previously Considered AFC Creditable in South Carolina

Table 1 | Charging Stations Considered AFC Creditable in South Carolina

State EV Charging Location Unique ID	Route	Location	Number of Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Toward Fully Built-Out Determination?
122985	I-26	7250 Rivers Ave., North Charleston, SC 29406	8	Electrify America	NO	NO
169353	I-26	360 Harbison Blvd., Columbia, SC 29212	8	Electrify America	NO	NO
167167	I-20/ I-95	230 N Beltline Dr., Florence, SC 29501	8	Electrify America	NO	NO

State EV Charging Location Unique ID	Route	Location	Number of Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Toward Fully Built-Out Determination?
169461	I-95	2110 Bells Hwy., Walterboro, SC 29488	8	Electrify America	NO	NO
133662	I-85/ I-385	1211 Woodruff Rd., Greenville, SC 29607	8	Electrify America	NO	NO

At this time, SCDOT is not anticipating that any of the existing charging stations previously identified along AFCs that meet the 1-mile drive distance requirement and the minimum power and port requirements will be included as part of the plan for full AFC build-out. Guidance issued from FHWA dated June 2, 2024, identifies the requirements for classifying existing stations as NEVI creditable. While SCDOT would like to minimize the need for competing against existing stations, the agency has no authority over privately owned businesses to participate in the NEVI Program. The updated guidance highlights a series of ongoing federal requirements (specifically 23 CFR 680.106(i), 23 CFR 680.106(h)2, and 23 CFR 680.106(l)) as being impossible for SCDOT to enforce.

EV Infrastructure Deployment

EV infrastructure deployment across the state will occur in two phases. The first phase involves implementing charging infrastructure along AFCs, with charging stations located no further than 50 miles apart from each other and no more than 1 mile off the exit ramp in question.

After official build-out of the first phase is complete, the second phase may begin. During the second phase, implementation may move off the AFCs and further the local network of charging stations to create a reliable, accessible statewide network of EV charging infrastructure.

Station Standards (2024 Update)

The typical standards for stations funded as a portion of Phase 1 consist of the following NEVI Program standards:

- Level III DCFC chargers with combined charging system ports
- Minimum of four ports per station with a minimum of 150kW per port
- No more than 1 mile off the AFC
- Accessible to EVs of all makes and models
- Inclusion of a pay-at-the-port feature

SCDOT is considering additional standards for inclusion in Phase 1 site selection criteria and will include them in future plan updates. Additionally, though Phase 2 will not begin until completion of successful build-out of Phase 1, typical standards for Phase 2 stations are also under consideration.

Funding Sources

South Carolina is eligible to receive $70 million in funding from the NEVI Program over the course of 5 years under the Bipartisan Infrastructure Law. This includes $10.36 million in year 1 and approximately $15 million each of the remaining 4 years.

Projects may receive up to an 80 percent federal share of the project costs if awarded NEVI funding, with the remaining covered through a non-federal funding match. At this time, SCDOT is not intending to provide state matching funds for the development of charging infrastructure. Eligible expenses for funding include equipment and labor to install EVSE, transformers and utility upgrades, site work, conduit, wires, safety improvements, and operations and maintenance costs for up to the first 5 years of station operation. The estimated funding distribution schedule for South Carolina is listed by federal fiscal year (FFY) in **Table 2**.

Table 2 | South Carolina Funding Distribution Schedule

FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Estimated Total
10,360,855	14,909,387	14,909,490	14,909,503	14,909,534	69,998,769

Planned Charging Stations (2024 Update)

It is estimated that South Carolina will need approximately 21 charging stations to meet full build-out requirements. The approximate location of proposed Phase I charging stations are listed in **Table 3** and shown in **Figure 10**.

Table 3 | Proposed EV Charging Stations Along AFCs

State EV Charging Location Unique ID	Route	Location	Number of Ports	Estimated Quarter/ Year Operational	Estimated Cost	NEVI Funding Sources	New Location or Upgrade
Unknown	I-85	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-85	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-85	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-26	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-26	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-26	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-26	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-26	Unknown	4	Unknown	Unknown	Undetermined	New

State EV Charging Location Unique ID	Route	Location	Number of Ports	Estimated Quarter/ Year Operational	Estimated Cost	NEVI Funding Sources	New Location or Upgrade
Unknown	I-26	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-20	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-20	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-20/ I-77	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-20	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-95	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-95	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-95	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-95	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-95	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-95	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-77	Unknown	4	Unknown	Unknown	Undetermined	New
Unknown	I-77	Unknown	4	Unknown	Unknown	Undetermined	New

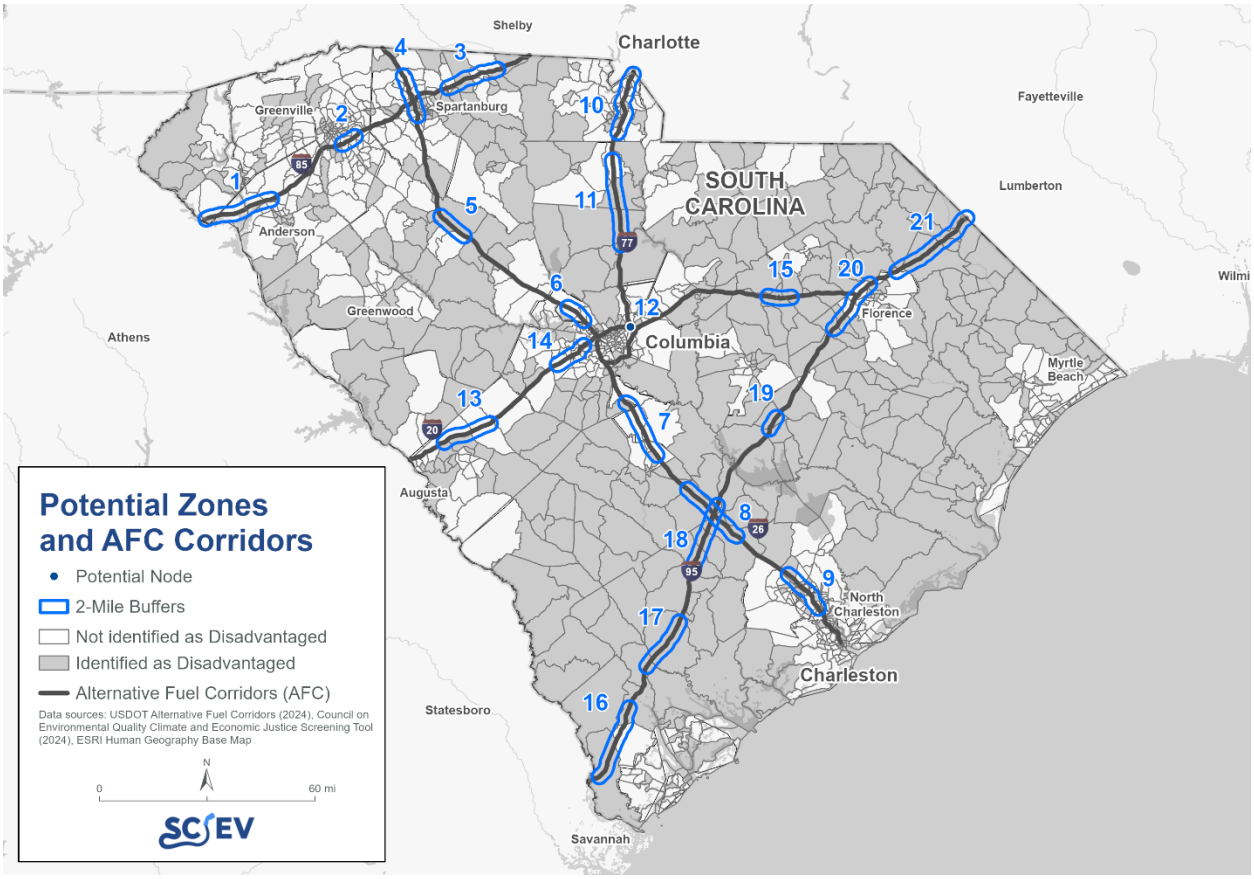


Figure 10 | Draft Proposed Siting Locations in Comparison to Disadvantaged Communities

Planning Toward a Fully Built-Out Determination (2024 Update)

The approach South Carolina is utilizing to fulfill build-out uses "zones" or various groups of exits along AFCs that will result in stations meeting the 50-mile deployment requirement regardless of which exit receives a station. One station is anticipated to be constructed per zone. This approach allows for many potential site hosts to participate in the Program.

Priority will be given to satisfying build-out to maximize the efficient use of public dollars while still ensuring an equitable distribution. After build-out has been established, SCDOT will evaluate whether to implement additional stations along the AFCs in certain areas, such as along evacuation routes.

EV Charging Infrastructure Deployment After Build-Out (2024 Update)

After build-out is complete, the program may be utilized to implement local charging infrastructure off the AFCs. Standards are not as stringent for Phase 2. For example, Level III DCFC chargers may not be a requirement, and the original distance requirements from Phase 1 may no longer be applicable. SCDOT is currently developing Phase 2 logistics and scoring

criteria. More will be published about Phase 2 online and in future annual Electric Vehicle Charging Infrastructure Deployment Plan updates.

Implementation

No changes.

Equity Considerations

SCDOT is committed to complying with the Justice40 Initiative to ensure at least 40 percent of the SC+EV Initiative's benefits flow to DACs. SCDOT is considering many opportunities through which these benefits can be distributed, including an increase in job opportunities resulting from NEVI Program implementation and potential site host opportunities. Job opportunities surrounding the installation and maintenance of EV charging equipment, which is required to be performed by individuals with appropriate licenses, certifications, and training, are prime examples.

SCDOT is also considering opportunities to work with training providers, workforce boards, labor unions, community-based organizations, and nonprofits to identify opportunities to support the local workforce that will implement and maintain the EV network. Benefits from being a potential site host open the door to increased business of drivers charging their vehicles and potential increase in tourism as travelers plan their routes with charging accessibility in mind. More about outreach to DACs and how they were identified is included in the following sections.

Table 4 | Disadvantaged Communities and Relationships to AFCs

Category	Population	Percentage
Statewide Disadvantaged Population	2,006,356	40%
Disadvantaged Population within 2 miles of I-95	50,049	65%
Disadvantaged Population within 2 miles of I-85	59,611	27%
Disadvantaged Population within 2 miles of I-77	55,546	25%
Disadvantaged Population within 2 miles of I-26	167,662	39%
Disadvantaged Population within 2 miles of I-20	93,743	37%

Identification and Outreach to DACs (2024 Update)

SCDOT is committed to equitably distributing NEVI funding throughout South Carolina. This commitment directly informed the robust public engagement conducted over the past year for the Program and the continued intention for ongoing future engagement.

DAC engagement was a key objective for SCDOT's public engagement approach. Fifteen of the 20 public open house meetings were held in or directly adjacent to identified DACs throughout South Carolina.

Process to Identify, Quantify, and Measure Benefits (2024 Update)

SCDOT is working with partners across the state to identify opportunities to equitably distribute benefits to DAC members. The Program intends to monitor these benefits moving forward to track progress and determine whether strategies need to be adjusted or replaced altogether. Benefits to monitor include the following topics.

Reduction in Emissions

SCDOT is considering opportunities for tracking reductions in emissions, including partnering with South Carolina Department of Public Health to gather air quality data using existing air quality monitoring stations. This could include data collection to inform use of emissions estimation in the state as EVs become a part of the vehicle fleet.

Increase in Job and Training Opportunities

SCDOT is considering opportunities for tracking the increase in energy-related job and training opportunities, especially in DACs. This could be monitored through tracking new and existing programs and the number of program users. This could also involve tracking the number of EVITP-certified electricians in the state according to data provided from the South Carolina Department of Employment and Workforce.

Increase in Resilient Infrastructure

SCDOT is considering opportunities for tracking increasing resilient infrastructure along the AFCs. This could include identifying site designs with features that increase flooding resilience, streamline operations and maintenance, mitigate stormwater runoff, and/or incorporate permeable surfaces. SCDOT will also consider monitoring the number of stations on evacuation routes. This data can be acquired internally within SCDOT.

Funding Distribution

SCDOT is considering opportunities to track the investments made in DACs, comparing investments in DACs and non-DACs. This data can be acquired internally within SCDOT.

Labor and Workforce Development

SCDOT is considering opportunities to work with training providers to develop opportunities to support the local workforce that will implement and maintain the EV network. Opportunities include coordinating with the technical college system to support EVSE-related training programs, such as readySC™ and Apprenticeship Carolina™.

EVSE Training and EVITP Certification (2024 Update)

SCDOT is exploring the eligibility of reimbursing private citizens for becoming EVITP certified. Applicants would need to identify training and certification needs and costs and include them in their request for funding assistance. SCDOT is also exploring whether NEVI funding may be provided to technical colleges to purchase EVSE and support EVSE training programs for the automotive, electrical, and renewable energy industry areas.

Physical Security and Cybersecurity

Network reliability and data security are critical parts of creating a reliable public EV charging network. Data is not just information but a critical piece of infrastructure. The SC+EV Initiative will work with the South Carolina Department of Administration Technology Services office to identify and design security standards for data sharing and management to ensure the public EV charging network is secure and reliable.

Five Cybersecurity Policy Areas (2024 Update)

As part of the South Carolina SC+EV Initiative, SCDOT will focus on five cybersecurity policy topics:

- **Asset, catalog, and push asset data**
  Cataloging where chargers are located and pushing real-time data about charger availability is essential to ensure ease of travel, access, and reliability. SCDOT will require all awardees to participate in the latest national and industry open data specifications to ensure the traveling public has accurate and timely data about the public EV charging network in South Carolina.
- **Open data specifications and interoperability**
  Hardware and software should be able to work for customers, regardless of the vendor or system. Open data standards will create a seamless marketplace for customers. SCDOT will work with FHWA, the Department of Administration Technology Services, and industry partners to incorporate the latest open data specifications for the NEVI-funded EV network in South Carolina.

- **Data management**
  Data management will be important for SCDOT and third-party providers building and operating EV chargers funded by the NEVI program. SCDOT and the Department of Administration Technology Services will develop policies for the data it receives from station developers/hosts and establish standards for data management, particularly as it relates to data security and privacy. SCDOT will also consider cybersecurity strategies, such as addressing user identity and access management, intrusion and malware detection, event logging and reporting, management of software updates, and secure operation during communication outages.
- **Data capacity**
  As part of applications, proposals will need to document whether EV charging providers have sufficient data capacity to meet operations and reporting requirements for the NEVI Program. Additionally, SCDOT will create sufficient storage policies to ensure data collected is managed and maintained for the entire 5-year program.
- **Data privacy**.
  SCDOT will require awardees to adopt and maintain a data privacy policy. The policy will confirm how customer private data is collected, stored, used, and shared. Additionally, SCDOT will require that any data that is reported and shared as part of the NEVI Program be anonymized. This requirement will ensure data can be used to analyze trends and performance while also protecting consumer privacy.

Program Evaluation

SCDOT will collect and report program data using EV-ChART, a web-based data portal and analytics platform. 23 CFR 680.112 sets requirements for quarterly, annual, and one-time data submittals. **Table 5** summarizes the reporting requirements.

Table 5 | EV-ChART Reporting Requirements

Module	Frequency of Reporting
Station Locations	One Time
Charging Sessions	Quarterly
Uptime	Quarterly
Outages	Quarterly
Maintenance Costs	Annual
Station Operator Identity	Annual
Station Operator Program	Annual
Distributed Energy Resource Information	One Time
Capital and Installation Costs	One Time

To date, there is no program evaluation data to report. SCDOT will include program evaluation data in the next annual plan update.

Discretionary Exceptions

South Carolina is a large state with varying geography and densities of development. SCDOT will strive to comply with NEVI Program requirements; however, there may be circumstances when these requirements cannot be met due to unique site conditions, such as interchange location or site host locations that do not fall within NEVI Program distance requirements, geographic conditions, and cost.

Over the course of the Program, there could be a need to divert from federal NEVI requirements for a site due to its unique circumstances. SCDOT will work with the Joint Office to coordinate and receive approval for any necessary exceptions.

No exceptions are included at this time. Exception requests may be added, if needed, after the siting approach is finalized.

Appendix A

Table 6 | Existing DCFC EV Charging Stations in South Carolina

State EV Charging Location Unique ID	Route	Location	Number of Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Toward Fully Built-Out Determination?
38309	I-85	66 Richardson St., Greenville, SC 29601	1	Non-Networked	NO	NO
39842	I-76	3670 Fernandina Rd., Columbia, SC 29210	1	Non-Networked	NO	NO
39844	I-20	5536 Sunset Blvd., Lexington, SC 29072	1	Non-Networked	NO	NO
47071	OFF-AFC	1714 Savannah Hwy., Charleston, SC 29407	2	Non-Networked	NO	NO
47086	OFF-AFC	4701 Highway 501, Myrtle Beach, SC 29579	1	Non-Networked	NO	NO
78914	I-85	5 Research Dr., Greenville, SC 29607	1	Non-Networked	NO	NO
99503	OFF-AFC	200 Fording Island Rd., Bluffton, SC 29910	2	Non-Networked	NO	NO
102401	I-77	8910 Farrow Rd., Columbia, SC 29203	8	Tesla	NO	NO
102402	I-95/ I-20	2701 David H McLeod Blvd., Florence, SC 29501	18	Tesla	NO	NO
102403	I-85	108 Carolina Point, Greenville, SC 29607	8	Tesla	NO	NO

State EV Charging Location Unique ID	Route	Location	Number of Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Toward Fully Built-Out Determination?
102404	OFF-AFC	2000 Coastal Grand Cir., Myrtle Beach, SC 29577	10	Tesla	NO	NO
102405	I-95	114 Bradford Blvd., Santee, SC 29142	8	Tesla	NO	NO
122985	I-26	7250 Rivers Ave., North Charleston, SC 29406	4	Electrify America	NO	NO
131655	I-20	111 Newland Rd., Columbia, SC 29210	1	Non-Networked	NO	NO
133662	I-85/ I-385	1211 Woodruff Rd., Greenville, SC 29607	4	Electrify America	NO	NO
163528	I-95	16319 Whyte Hardee Blvd., Hardeeville, SC 29927	8	Tesla	NO	NO
166482	I-20	9564 Two Notch Rd., Columbia, SC 29223	1	Non-Networked	NO	NO
167167	I-20/ I-95	230 N Beltline Dr., Florence, SC 29501	4	Electrify America	NO	NO
168042	I-26	4855 Tanger Outlet Blvd., North Charleston, SC 29418	8	Tesla	NO	NO
168282	OFF-AFC	30 Office Park Rd., Hilton Head, SC 29928	8	Tesla	NO	NO
169353	I-26	360 Harbison Blvd., Columbia, SC 29212	4	Electrify America	NO	NO
169461	I-95	2110 Bells Hwy., Walterboro, SC 29488	4	Electrify America	NO	NO

State EV Charging Location Unique ID	Route	Location	Number of Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Toward Fully Built-Out Determination?
184567	I-26	196 Tradd St., Charleston, SC 29401	1	Non-Networked	NO	NO
190282	I-77	490 Killian Rd., Columbia, SC 29203 (Blythewood, SC on PlugShare)	1	Non-Networked	NO	NO
194062	I-85	272 Herring Rd., Fair Play, SC 29643	12	Tesla	NO	NO
194591	I-95	810 US-17, Yemassee, SC 29945 (647 Kings Hwy. on PlugShare)	8	Tesla	NO	NO
195779	I-95	5982 West Jim Bilton Blvd., Saint George, SC 29477	12	Tesla	NO	NO
196258	I-20	1123 South Lake Dr., Lexington, SC 29073	12	Tesla	NO	NO
201316	I-26	3615 Saint Matthews Rd., Orangeburg, SC 29118	8	Tesla	NO	NO
202936	I-95	33465 US-301, Hamer, SC 29547 (3346 US-301 on PlugShare)	2	SHELL RECHARGE	NO	NO
203259	I-95	500 Buff Blvd., Summerton, SC 29148	8	Tesla	NO	NO
211905	I-85	2401 River Rd., Piedmont, SC 29673	8	Tesla	NO	NO
212656	I-20	825 US-1, Lugoff, SC 29078	1	Non-Networked	NO	NO

State EV Charging Location Unique ID	Route	Location	Number of Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Toward Fully Built-Out Determination?
214709	I-95	2098 Bells Hwy., Walterboro, SC 29488	12	Tesla	NO	NO
218660	I-95	3390 North Williston Rd., Florence, SC 29506	16	Tesla	NO	NO
220197	I-77	3725 Avenue of the Carolinas, Fort Mill, SC 29708	12	Tesla	NO	NO
220290	OFF-AFC	2696 US-76, Mullins, SC 29574	2	SHELL RECHARGE	NO	NO
220682	OFF-AFC	430 William Hilton Pkwy., Hilton Head, SC 29928	8	Tesla	NO	NO
222442	I-77	2764 Cherry Rd., Rock Hill, SC 29730	4	CIRCLE K	NO	NO
223593	OFF-AFC	974 Bethel St., Clover, SC 29710	1	Non-Networked	NO	NO
224999	I-26	320 Harbison Blvd., Columbia, SC 29212 (296 Harbison Blvd. on PlugShare)	16	Tesla	NO	NO
228009	I-85	1417 E Washington St., Greenville, SC 29607	1	eVgo Network	NO	NO
228010	I-26	8001 Broad River Rd., Irmo, SC 29063	1	eVgo Network	NO	NO
228011	OFF-AFC	7495 Augusta Rd., Piedmont, SC 29673	1	eVgo Network	NO	NO
228012	I-78	9636 Highway 78, Ladson, SC 29456	1	eVgo Network	NO	NO

State EV Charging Location Unique ID	Route	Location	Number of Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Toward Fully Built-Out Determination?
228013	I-85	1504 Boiling Springs Rd., Boiling Springs, SC 29316	1	eVgo Network	NO	NO
228014	I-85	697 Fairview Rd., Simpsonville, SC 29680	1	eVgo Network	NO	NO
228015	I-85	901 Marue Dr., Greenville, SC 29605	1	eVgo Network	NO	NO
235142	I-20	102 W Frontage Rd., Aiken, SC 29805	4	EVGATEWAY	NO	NO
238832	I-77	9960 Farrow Rd., Columbia, SC 29203	1	ChargePoint Network	NO	NO
238833	I-77	9960 Farrow Rd., Columbia, SC 29203	1	ChargePoint Network	NO	NO
241154	I-26	121 Farmington Rd., Summerville, SC 29483	2	AMPUP	NO	NO
251148	I-20/ I-77	494 Town Center Pl., Columbia, SC 29229	12	Tesla	NO	NO
251153	OFF-AFC	71 Matthews Dr., Hilton Head, SC 29926	2	CIRCLE K	NO	NO
251698	I-26	117 Farmington Rd., Summerville, SC 29483 (121 Farmington Rd. on PlugShare)	1	AMPUP	NO	NO
253770	I-26	3040 Charleston Hwy., Cayce, SC 29172	12	Tesla	NO	NO
254025	I-85	1925 Pearman Dairy Rd., Anderson, SC 29621	1	ChargePoint Network	NO	NO

State EV Charging Location Unique ID	Route	Location	Number of Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Toward Fully Built-Out Determination?
254035	I-85	1925 Pearman Dairy Rd., Anderson, SC 29621	1	ChargePoint Network	NO	NO
255385	OFF-AFC	13740 E Wade Hampton Blvd, .Greer, SC 29651	1	ChargePoint Network	NO	NO
256676	I-77	2451 Highway 160, W Fort Mill, SC 29708	4	eVgo Network	NO	NO
256689	OFF-AFC	5585 Jefferson Davis Hwy., Beech Island, SC 29842	1	ChargePoint Network	NO	NO
260203	I-85	1935 Pearman Dairy Rd., Anderson, SC 29625	1	EV Connect	NO	NO
260349	OFF-AFC	605 Haywood Rd., Greenville, SC 29607	12	Tesla	NO	NO
260350	OFF-AFC	2070 Sam Rittenberg Blvd., Charleston, SC 29407	12	Tesla	NO	NO
260945	OFF-AFC	125 Trailblazer Dr., Travelers Rest, SC 29690	2	Non-Networked	NO	NO
261465	OFF-AFC	4898 Hwy. 17 S, North Myrtle Beach, SC 29582	8	Tesla	NO	NO
262499	I-85	3620 Pelham Rd., Greenville, SC 29615 (3619 Pelham Rd. on PlugShare)	1	RIVIAN ADVENTURE	NO	NO
262500	I-85	3620 Pelham Rd., Greenville, SC 29615 (3619 Pelham Rd. on PlugShare)	1	RIVIAN ADVENTURE	NO	NO

State EV Charging Location Unique ID	Route	Location	Number of Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Toward Fully Built-Out Determination?
262501	I-85	3620 Pelham Rd., Greenville, SC 29615 (3619 Pelham Rd. on PlugShare)	1	RIVIAN ADVENTURE	NO	NO
262502	I-85	3620 Pelham Rd., Greenville, SC 29615 (3619 Pelham Rd. on PlugShare)	1	RIVIAN ADVENTURE	NO	NO
262503	I-85	3620 Pelham Rd., Greenville, SC 29615 (3619 Pelham Rd. on PlugShare)	1	RIVIAN ADVENTURE	NO	NO
262504	I-85	3620 Pelham Rd., Greenville, SC 29615 (3619 Pelham Rd on PlugShare)	1	RIVIAN ADVENTURE	NO	NO
263039	I-95/ I-20	1700 W Evans St., Florence, SC 29501	2	EV Connect	NO	NO
301718	I-26	2100 Winchester Pl., Spartanburg, SC 29301	8	Tesla	NO	NO
302199	I-20	1014 Edgefield Rd., North Augusta, SC 29860 (1014 US-25 on PlugShare)	8	Tesla	NO	NO
302965	I-95	11142 N Jacob Smart Blvd., Ridgeland, SC 29936	8	Tesla	NO	NO
303441	I-85	1204 Martin Rd., Williamston, SC 29697	1	ChargePoint Network	NO	NO

State EV Charging Location Unique ID	Route	Location	Number of Ports	EV Network (if known)	Meets All Relevant Requirements in 23 CFR 680?	Intent to Count Toward Fully Built-Out Determination?
306459	OFF-AFC	1616 Charlotte Hwy., Lancaster, SC 29720	1	EV Connect	NO	NO
307715	I-77	9950 Farrow Rd., Columbia, SC 29203	1	ChargePoint Network	NO	NO
307716	I-77	9950 Farrow Rd., Columbia, SC 29203	1	ChargePoint Network	NO	NO
311223	I-95	708 Radford Blvd., Dillon, SC 29536 (710 Radford Blvd. on PlugShare)	40	Tesla	NO	NO
311509	I-20	5617 Sunset Blvd., Lexington, SC 29072	2	EV Connect	NO	NO
312031	OFF-AFC	730 Coleman Blvd., Mount Pleasant, SC 29464	1	Blink Network	NO	NO
314462	I-77	1154 Carolina Pl., Fort Mill, SC 29708 (1654 Carolina Pl. on PlugShare)	12	Tesla	NO	NO
319952	I-85	403 Shelby Hwy., Gaffney, SC 29340	4	CIRCLE K	NO	NO
320136	I-77	4711 Forest Dr., Columbia, SC 29206	12	Tesla	NO	NO
322995	OFF-AFC	118 Bethel St., Clover, SC 29710	2	EV Connect	NO	NO
323603	I-26	4840 Tanger Outlet Blvd., North Charleston, SC 29418	2	Volta	NO	NO

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323612	I-26	4840 Tanger Outlet Blvd., North Charleston, SC 29418	4	Volta	NO	NO
323639	I-95	3390 N Williston Rd., Florence, SC 29506 (Tesla Supercharger on PlugShare)	2	ChargePoint Network	NO	NO
323640	I-95	3390 N Williston Rd., Florence, SC 29506	2	ChargePoint Network	NO	NO
323642	I-95	3390 N Williston Rd., Florence, SC 29506	2	ChargePoint Network	NO	NO
323709	I-26	7710 Broad River Rd., Irmo, SC 29063	4	CIRCLE K	NO	NO
323769	I-85	1696 E Main St., Duncan, SC 29334	4	EV Connect	NO	NO
324318	OFF-AFC	4635 Factory Stores Blvd., Myrtle Beach, SC 29579	2	Volta	NO	NO
324319	OFF-AFC	4635 Factory Stores Blvd., Myrtle Beach, SC 29579	2	Volta	NO	NO
324323	OFF-AFC	4635 Factory Stores Blvd., Myrtle Beach, SC 29579	2	Volta	NO	NO
327445	OFF-AFC	2600 Broad St., Sumter, SC 29150	1	Non-Networked	NO	NO
328038	I-85	2323 Laurens Rd., Greenville, SC 29607	2	Blink Network	NO	NO

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328626	OFF-AFC	511 Highway 17 S., North Myrtle Beach, SC 29582	4	CIRCLE K	NO	NO
328889	I-85	1 Factory Shops Blvd., Gaffney, SC 29341	12	Tesla	NO	NO
330194	I-85	821 E Butler Rd., Mauldin, SC 29607	4	CIRCLE K	NO	NO
330195	I-26/ I-85	8697 Asheville Hwy., Spartanburg, SC 29316	4	CIRCLE K	NO	NO
330747	OFF-AFC	10476 Dunbarton Blvd., Barnwell, SC 29812	2	EV Connect	NO	NO
332964	OFF-AFC	922 Frontage Rd. E., Myrtle Beach, SC 29577	2	NOODOE	NO	NO
333078	I-77	2454 Mounty Holly Rd., Rock Hill, SC 29730	2	ABM	NO	NO
334208	OFF-AFC	5425 Jefferson Davis Hwy., Beech Island, SC 29842	4	EVGateway	NO	NO
335523	OFF-AFC	301 S Murray Ave., Anderson, SC 29624	2	EV Connect	NO	NO
335765	OFF-AFC	226 Mill St., Taylors, SC 29687	3	EV Connect	NO	NO
346043	OFF-AFC	429 N Church St., Spartanburg, SC 29303	2	EV Connect	NO	NO
347578	I-85	101 Peachoid Rd., Gaffney, SC 29341	1	EV Connect	NO	NO

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349950	I-95	3390 N Williston Rd., Florence, SC 29506	2	ChargePoint Network	NO	NO
349951	I-95	3390 N Williston Rd., Florence, SC 29506	2	ChargePoint Network	NO	NO
350311	I-95	2199 David H McLeod Blvd., Florence, SC 29501	1	ChargePoint Network	NO	NO
350408	OFF-AFC	1625 Savannah Hwy., Charleston, SC 29407	2	ChargePoint Network	NO	NO
350412	OFF-AFC	1625 Savannah Hwy., Charleston, SC 29407	2	ChargePoint Network	NO	NO