



South Dakota Electric Vehicle Infrastructure Deployment Plan 2024 Update



Submitted to the Joint
Office of Energy and
Transportation

September 1, 2024 (Updated December 2, 2024)



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1. Introduction

1.1. Updates from Prior Plan

This Federal Fiscal Year 2025 (FY2025) update provides a status of South Dakota's NEVI Plan (Plan) to match the order and guidance provided by FHWA on June 11, 2024, with the Electric Vehicle Infrastructure Deployment Plan template. As directed in the template, South Dakota DOT (SDDOT) is using an abbreviated update to allow South Dakota to receive the annual allocation of NEVI funds.

2. State Agency Coordination

SDDOT has coordinated with the Department of Agriculture and Natural Resources (DANR) regarding its operation of the VW Settlement program, the Bureau of Information and Telecommunications (BIT) regarding SDDOT's approach to cybersecurity in the draft Notice of Funding Opportunity (NOFO), and the State Department of Revenue on the number of registered electric vehicles.

2.1. Memoranda of Understanding with Other Agencies

There are no updates.

2.2. Interagency Working Group(s)

SDDOT participated in the REVIR (Regional Electric Vehicle Infrastructure Resiliency) Plan Working Group kickoff meeting and brainstorming session on November 22, 2024.

3. Public Engagement

Community engagement activities were conducted as part of the development and approval of the most recently approved NEVI Plan. Below is a description of the activities, including engagement with disadvantaged communities (DAC). Similar activities are planned for the future.

3.1. Community Engagement Outcomes Report

Community engagement activities in 2024 included soliciting public input on the NEVI Plan as part of the Statewide Transportation Improvement Program (STIP) public input process, as well as continued discussion between SDDOT and South Dakota Tribal Governments, including those that have jurisdiction over areas of DACs.

- May 20, 2024 – Rapid City Metropolitan Planning Organization (MPO) STIP/TIP Coordination Meeting
- May 21, 2024 – Sioux Falls MPO STIP/TIP Coordination Meeting
- June 6, 2024 – Tribal STIP/TIP Coordination Meeting
- June 24, 2024 – STIP Coordination Meeting with the Central South Dakota Enhancement District
- June 25, 2024 – STIP Coordination Meetings with Planning & Development District III and the Southeast Council of Governments



- June 25, 2024 – STIP Coordination Meetings with First District Association of Local Governments and the Northeast Council of Governments
- June 26, 2024 – STIP Coordination Meeting with the Black Hills Council of Governments
- July 16, 2024 – STIP Statewide Public Meeting
- July 18, 2024 – STIP Statewide Public Meeting

3.2. Tribal Engagement

The Initial Plan was discussed with Tribal Transportation Officials at the annual Tribal Transportation Improvement Program (TTIP) meeting. Since that time, updates on status have been provided at TTIP meetings. SDDOT has corresponded with the Rosebud Reservation regarding the NEVI Plan status.

3.3. Utility Engagement

Coordination with utilities occurred during the development of the Initial Plan. Several utility representatives were members of the Technical Advisory Committee during the development of the most recently approved Plan. Consultation will be held with the affected utilities as site selection and installation begin.

3.4. Site-Specific Public Engagement

Site-specific public engagement will be planned once potential site locations have been identified.

3.5. SDDOT General

Inquiries were received through DOT General (SDDOT’s general email) over the past year (November 2023- November 2024). All inquiries received a reply sharing available information located on the SDDOT website. Total inquiries received by media, business, EV servicing organizations, and private citizens, are as follows:

- Media (4 total) - Primarily local radio stations along I-29
- Businesses/EV Servicing Organizations (10 total) - Some of these organizations inquire every month, Voltpost for example
- Private Citizens (5 total)- Repeat requests from EV owners.

4. Plan Vision and Goals

There are no updates.

5. Contracting

There are no updates concerning contracting for EV charging infrastructure installation. Draft NOFO procurement documents are currently being developed by SDDOT.



5.1. Status of Contracting Process

No timelines have been established for a NOFO or awarding of contracts for EV charging infrastructure installation.

5.2. Awarded Contracts

No contracts have been awarded.

5.3. Scoring Methodologies Utilized

This was discussed extensively in Section 8.2 of the Initial Plan. The scoring methodology has been updated.

SDDOT anticipates using a best-value approach that balances the quality of the proposal with cost. The Final Score for each responsive application will be calculated by averaging the scores of the Technical Review Committee members for the Technical scoring criteria and adding the calculated Cost Proposal score. Equity and DAC Considerations will be included in the Technical scoring.

5.4. Plan for Compliance with Federal Requirements

SDDOT has assigned an internal dedicated NEVI Program Coordinator and selected a consultant to provide Program Management support. SDDOT would include the appropriate contractual language in agreements with applicants related to compliance with Federal requirements.

6. Civil Rights

There are no updates.

7. Existing and Future Conditions Analysis

There are no updates other than the locations for existing charging stations shown in Section 7.2.

7.1. Alternative Fuel Corridor (AFC) Designations

There are no changes to the AFC designations for South Dakota, as shown in Figure 1.

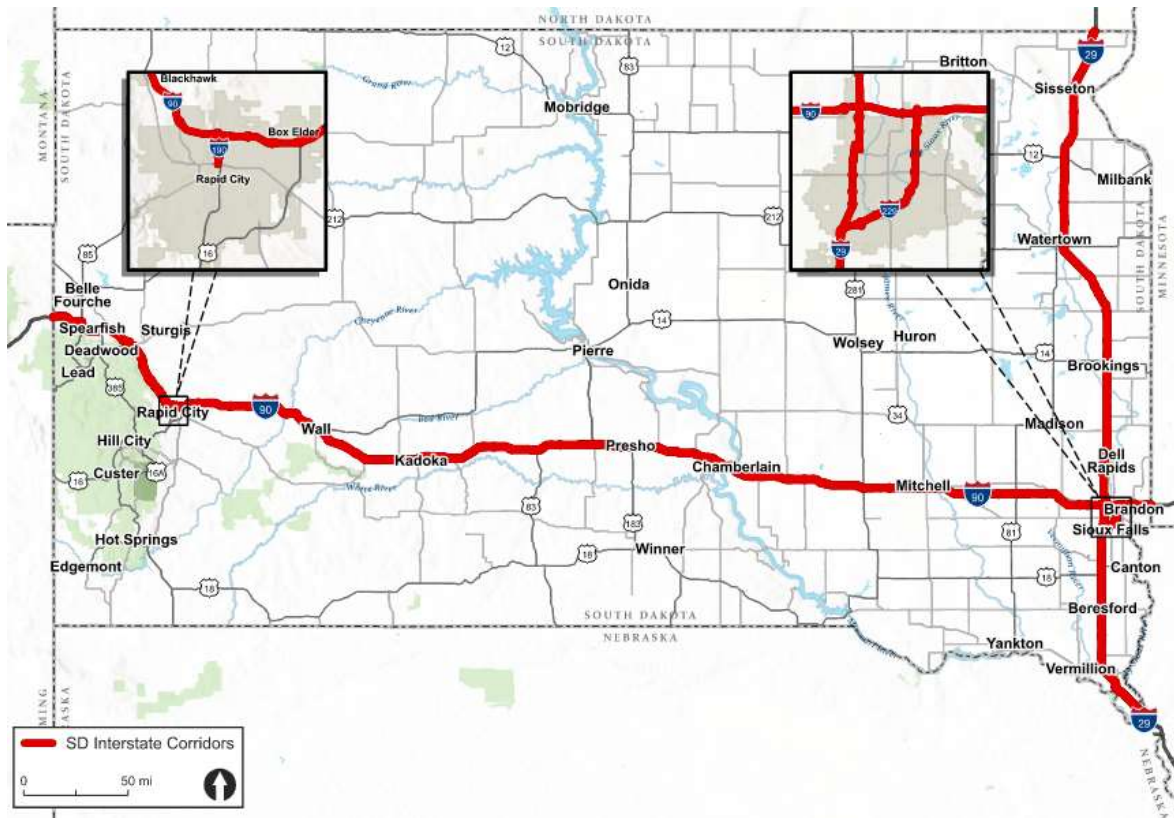


Figure 1. Designated Alternative Fuel Corridor EV Pending Corridors (corresponds to Figure 21 in the Initial Plan)

7.2. Existing Charging Stations

Updates to the existing DCFC charging stations in South Dakota are shown in Table 1 and Figure 2 below. Only four sites are possible NEVI creditable stations but do not meet all requirements of 23 CFR 680. These sites are in Rapid City, Wall, Chamberlain, and Sioux Falls.

Table 1. Existing Charging Stations Along DCFC Corridors

ID*	Street Address	City	EV DC Fast Count	Route	EV Network	**Meets all relevant requirements of 23 CFR 680
250744	320 5th Ave	Brookings	1	I-29	RED_E	No
279487	1964 E King Street	Chamberlain	6	I-90	Electrify America	No
102407	1305 W. Havens Street	Mitchell	6	I-90	Tesla	No
259790	219 E First Avenue	Mitchell	1	I-90	EV Connect	No
102408	302 W 5th St.	Murdo	4	I-90	Tesla	No
250743	602 5th St	Murdo	1	I-90	RED_E	No



ID*	Street Address	City	EV DC Fast Count	Route	EV Network	**Meets all relevant requirements of 23 CFR 680
102409	1000 E Dakota Highway 16	Oacoma	8	I-90	Tesla	No
102410	2200 N. Maple Ave.	Rapid City	4	I-90	Tesla	No
156381	2010 E Mall Dr	Rapid City	1	I-90	ChargePoint Network	No
241156	1735 Haines Ave	Rapid City	1	I-90	RED_E	No
226780	1415 Eglin St	Rapid City	4	I-90	Electrify America	No
102411	1900 South Marion Rd	Sioux Falls	8	I-29	Tesla	No
206602	801 W 41st St	Sioux Falls	1	I-229	Non-Networked	No
233342	600 W 41st Street	Sioux Falls	1	I-229	EV Connect	No
311252	4410 W 12th St	Sioux Falls	1	I-29	Non-Networked	No
316278	5410 N Granite Ln	Sioux Falls	6	I-29	Electrify America	No
330520	4901 W 26th St	Sioux Falls	7	I-29	EV Connect	No
332393	47068 104th Street	Sioux Falls	2	I-29	ZEFNET	No
256049	2410 S Dakota Hwy 10	Sisseton	8	I-29	Tesla	No
102412	3275 Old Belle Rd	Spearfish	6	I-90	Tesla	No
241155	2728 1st Ave	Spearfish	1	I-90	RED_E	No
149363	418 Main Street	Wall	8	I-90	Tesla	No
203304	311 South Blvd	Wall	4	I-90	Electrify America	No
194588	1320 9th Avenue Southeast	Watertown	8	I-29	Tesla	No

*SDDOT has not yet assigned a unique State ID for these Stations. The ID shown is based upon a Department of Energy Designation.

**At this time, SDDOT is not anticipating that any of the existing charging stations previously identified along AFCs that meet most NEVI requirements will be included as part of the plan for full AFC build-out. FHWA guidance issued June 2, 2024, identifies the requirements for classifying existing stations as NEVI creditable.

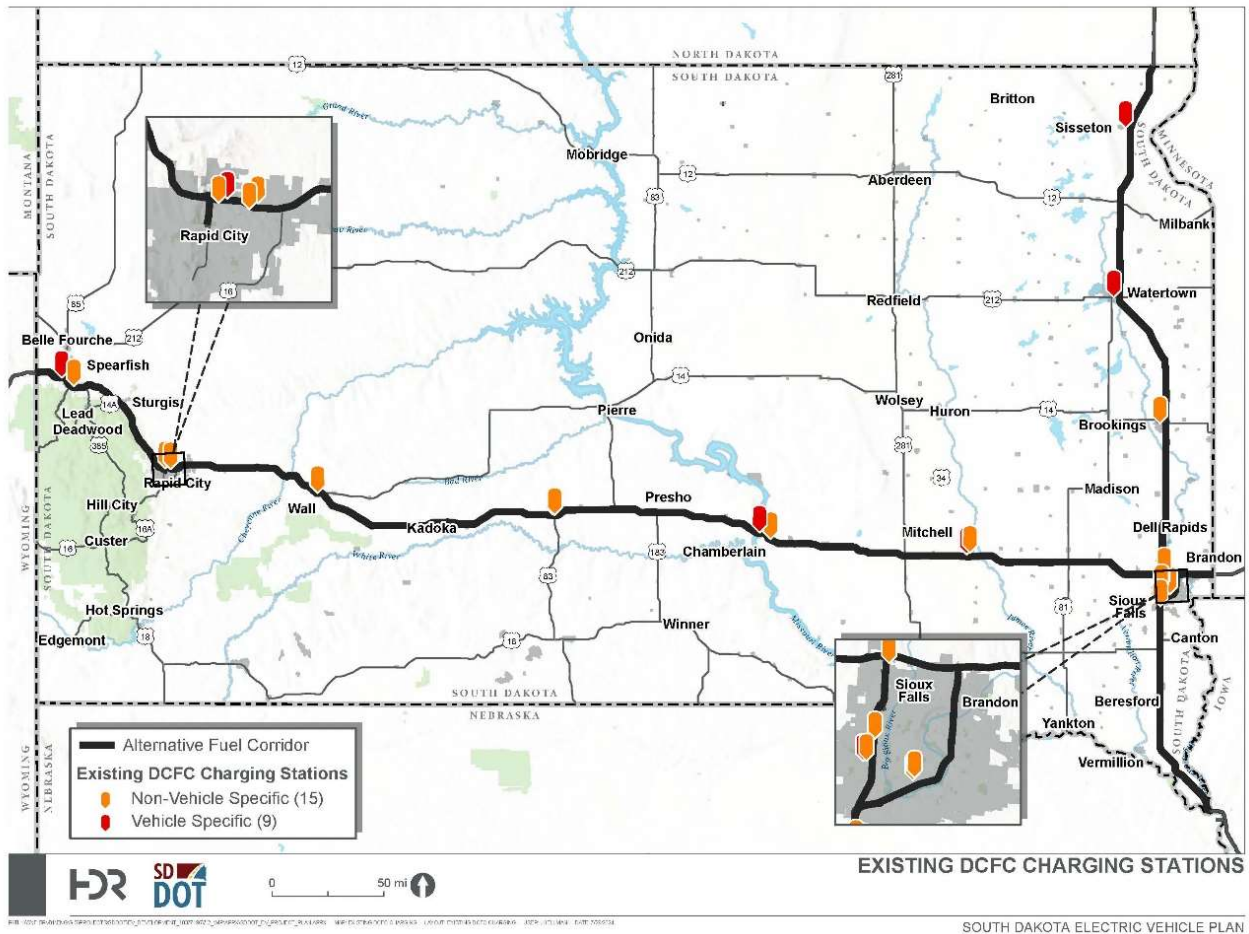


Figure 2. Electric Vehicle Charging Locations in South Dakota

8. EV Charging Infrastructure Deployment

8.1. Planned Charging Stations

There are no deployments.

8.2. Planning Towards a Fully Built Out Determination

There are no deployments.

8.3. EV Charging Infrastructure Deployment After Build Out

There are no deployments.

9. Implementation

SDDOT has prepared draft NOFO procurement documents and is refining these documents with a potential release of the solicitation in Q1 of 2025.



There are no other updates.

10. Equity Considerations

The draft NOFO has points awarded for the Applicant’s Equity and DAC considerations. The Technical Application requires an approach to equity and rural considerations. Numerous priority exits located within a zone are identified with additional points in the draft NOFO that provide direct access to the Indian Reservations. These locations are at US 281, Kadoka and Murdo on I-90. Exit locations at Chamberlain and Reliance along I-90 and Flandreau and Peever along I-29 are included as eligible exits.

The approach for measuring the benefits to DACs is described in Section 10.2 below.

10.1. Identification and Outreach to Disadvantaged Communities (DACs) in the State

The DAC map in Figure 3 has been updated with the most recent demographic information. Tribal STIP/TIP Coordination to address equity occurred on June 6, 2024.

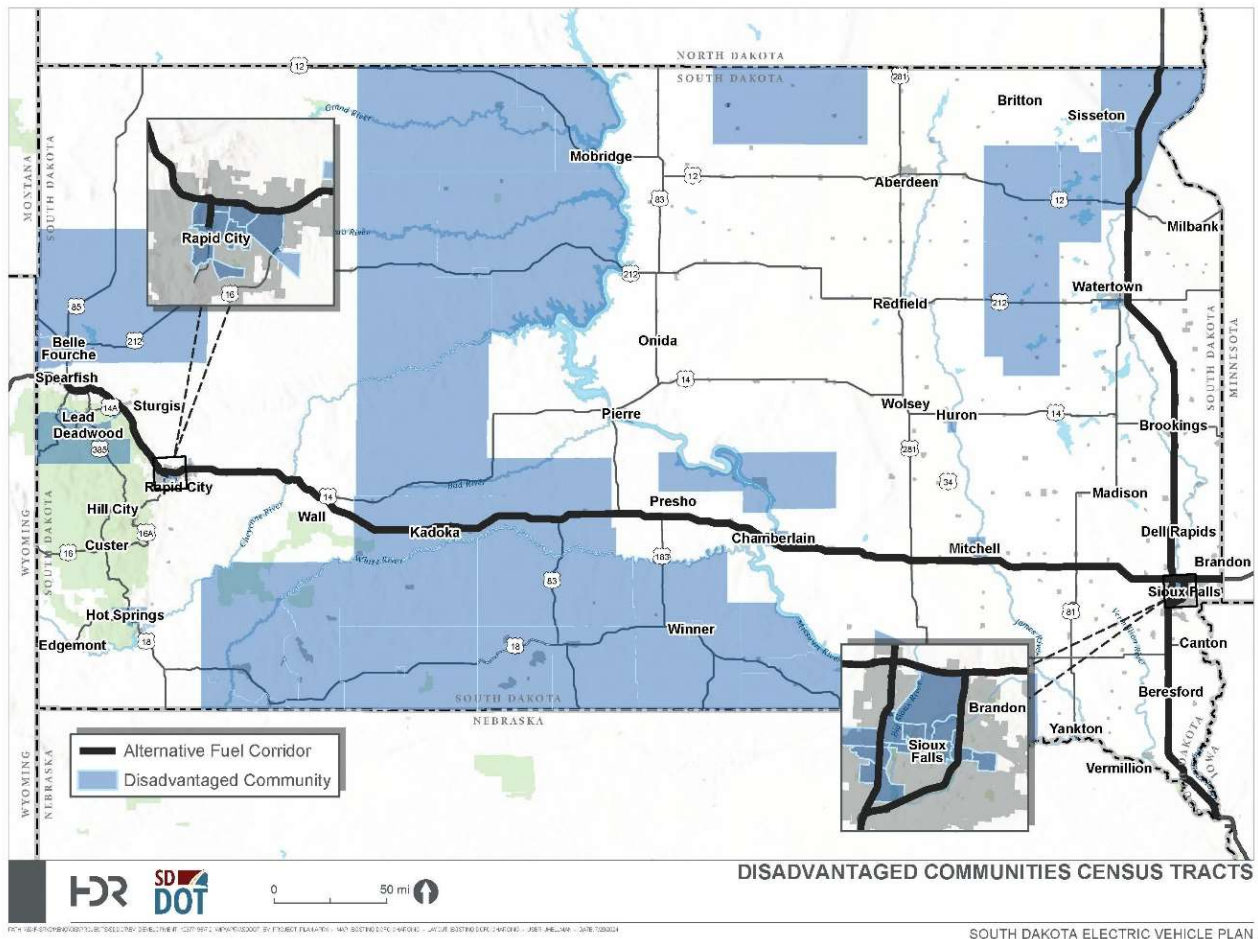


Figure 3. Disadvantaged Communities and AFCs, South Dakota



10.2. Process to Identify, Quantify, and Measure Benefits to DACs

Section 10.2 and Section 10.3 of the original Deployment Plan provide a detailed discussion of a process to identify, quantify, and measure benefits to DACs. This update includes examples of the specific calculations that are anticipated. The updated summary of the Benefits, Metrics, and Data Sources is shown in Table 2.

Table 2. Summary of Benefits, Metrics, and Data Sources

Benefit	Metric	Data Source
Improve transportation access through the location of chargers	Distance to nearest charger from DAC	Justice40 mapping tool (for DAC locations); EV charger locations from NEVI plan/implementation
Estimate benefits due to supporting tourism with EVs	Assess the impact of tourism on the GDP of South Dakota at large, which will serve as a surrogate for estimating the impact on DACs	Census data, replica data, GIS data, Tourism Data by the South Dakota Department of Tourism

11.Labor and Workforce Considerations

The draft NOFO had points awarded for the Applicant’s approach to Workforce considerations.

The current draft Scope of Work and Technical Requirements state the Awardee shall provide proof that the workforce installing, maintaining, and operating chargers has appropriate licenses, certifications, and training to ensure the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers per the requirements of 23 CFR 680.

The Awardee shall provide this documentation with each reimbursement claim and by February 1st of each year following the signing of the agreement through the duration of all tasks.

The following labor and workforce language was added to the last update:

“In compliance with [23 CFR 680.106\(j\)](#) to ensure that the installation and maintenance of chargers is performed safely by a qualified and increasingly diverse workforce of licensed technicians and other laborers, all electricians installing, operating, or maintaining Electric Vehicle Supply Equipment must receive certification from the Electric Vehicle Infrastructure Training Program (EVITP) or a registered apprenticeship program for electricians that includes charger-specific training developed as part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation, if and when such programs are approved.”



12. Physical Security & Cybersecurity

There are no updates to Cybersecurity.

The following Physical Security language was added to the last update:

"Physical security of all EVSE, electrical, and other infrastructure and equipment at a charging site will be the responsibility of the Applicant. Physical security strategies may include topics such as: lighting, siting and station design to ensure visibility from onlookers; driver and vehicle safety; video surveillance, emergency call boxes, fire prevention, charger locks, as well as strategies to prevent tampering and illegal surveillance of payment devices."

13. Program Evaluation

There are no updates.

14. Discretionary Exceptions [if any]

SDDOT is not seeking any discretionary exceptions at this time.

Appendix A: Supporting Materials