



ELECTRIFY THE SOUTH COLLABORATIVE

Charleston August 4, 2025



ETS COLLABORATIVE

The Electrify the South Collaborative creates a community of learning for Southeastern local governments to identify resources, tools, and partnerships to implement transportation electrification goals. The Collaborative helps build local government capacity, enhance peer-to-peer networks, and ensure equitable access to electric transportation benefits across urban and rural communities.

Generously funded by Mosaic

The Collaborative is facilitated by [Southern Alliance for Clean Energy \(SACE\)](#) and [Southeast Sustainability Directors Network \(SSDN\)](#)

Local municipalities from are welcome to join and participate

AGENDA

1:00-1:30 Electric Transportation Updates (SACE)

Electrify the South Update

SC ET Update

Federal Update

Utility Update

1:30-1:40 Things You Can Do (SACE)

Charging Smart

EV Ready

1:40-2:30 Conversation on Getting Started (SSDN)

ETS UPDATE

[Website Resources](#)

[ETS Resource Guide](#)

[Updated ETS Toolkit for Local Governments](#)

ENERGY FOR ALL Y'ALL

Energy for All Y'all is a storytelling project of Generation180, the Southern Alliance for Clean Energy, and the Southeast Sustainability Directors Network.

We're working together to highlight the advantages of clean energy projects.



SOUTHEAST EV INDICATORS, DEC 2024

TRANSPORTATION ELECTRIFICATION IN THE SOUTHEAST

Fifth Annual Report – October 2024

By Matthew Vining and Moe Khatib



MANUFACTURING EMPLOYMENT

- Anticipated jobs: 75,100
- 31% of national total
- 6% annual growth



MANUFACTURING INVESTMENT

- Investment: \$81.2 billion
- 38% of national total
- 8% annual growth



SALES

- Cumulative sales: 755,509
- Annual sales: 206,194
- 38% annual growth
- Annual EV market share: 7.3%



CHARGING

- Total: 27,480 ports (18,637 Level 2, 8,843 Fast Chargers)
- Per capita: 0.46, compared to national average of 0.58
- 30% annual growth in total ports



UTILITY INVESTMENT

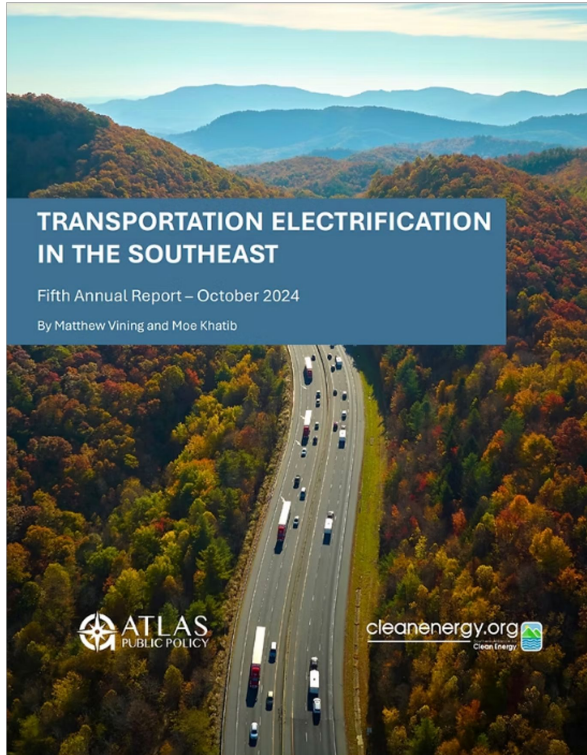
- Approved: \$435.5 million
- 10% annual growth



PUBLIC FUNDING

- Total: \$2.29 billion
- Public funding per capita: \$38.23, compared to national average of \$74.01

SOUTH CAROLINA EV INDICATORS, DEC 2024



Electric Transportation Indicators in South Carolina Through December 2024



MANUFACTURING EMPLOYMENT

#4 in region

- Anticipated jobs: 12,278
- 22% annual growth



MANUFACTURING INVESTMENT

#4 in region

- Investment: \$14.4 billion
- 24% annual growth



SALES

#5 in region in market share
#37 in nation in market share

- Cumulative sales: 32,239
- 35% annual growth
- Annual EV market share: 4.2%



CHARGING

#5 in region per capita
#40 in nation per capita

- Fast Chargers: 561 ports
- Level 2 Ports: 1,042 ports
- 23% annual growth in total ports



UTILITY INVESTMENT

- Approved: \$8.8 million
- No annual growth

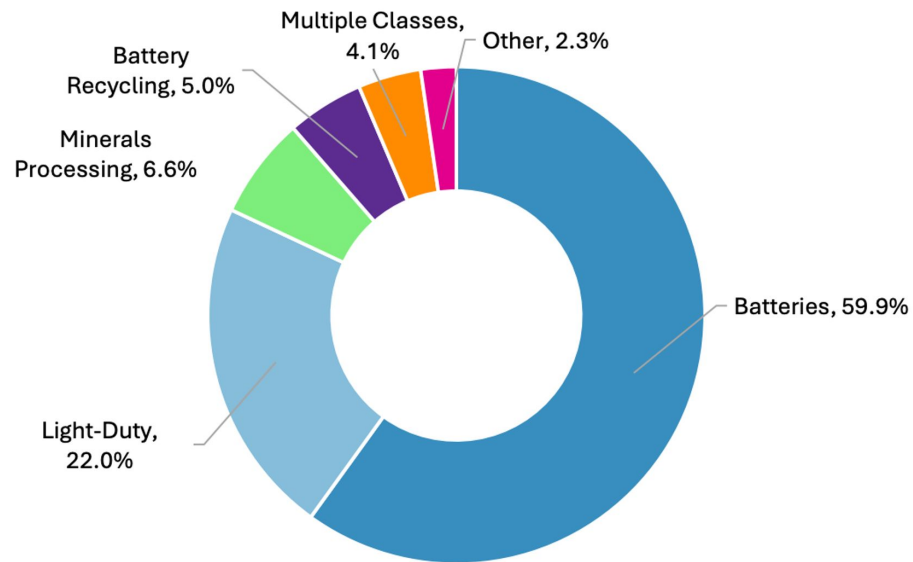
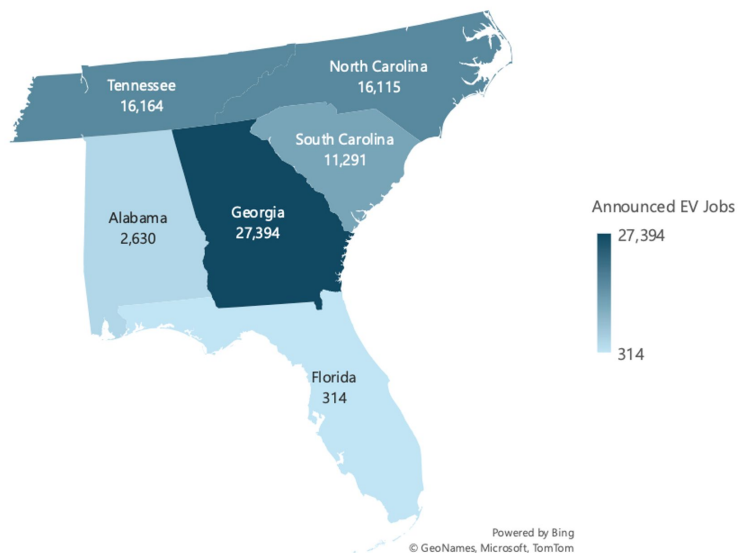


PUBLIC FUNDING

#1 in region per capita

- Total: \$228 million
- Public funding per capita: \$44.32

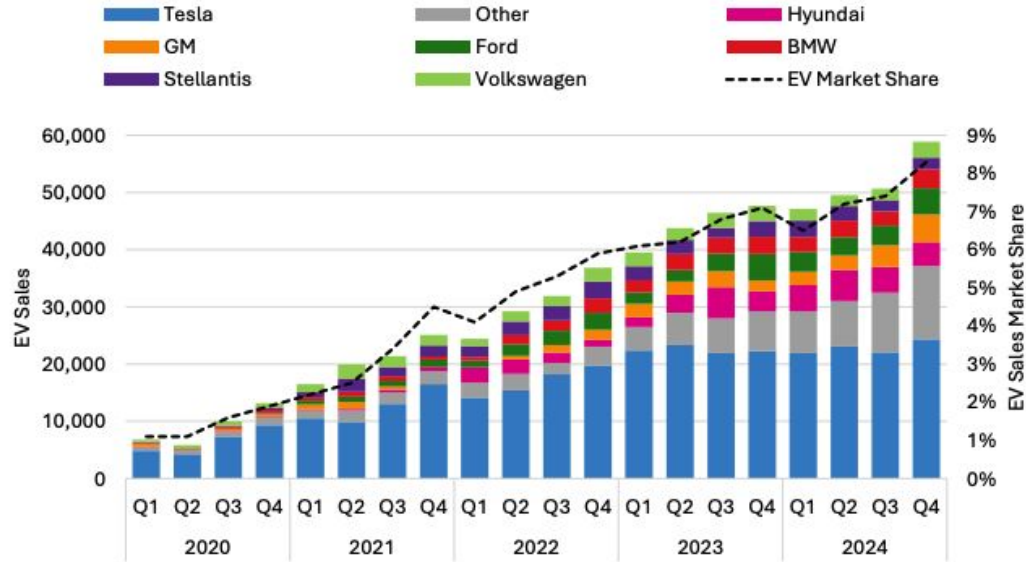
SOUTHEAST EV JOBS AND INVESTMENTS



Data through June 30, 2024.

SOUTHEAST LIGHT DUTY EV SALES

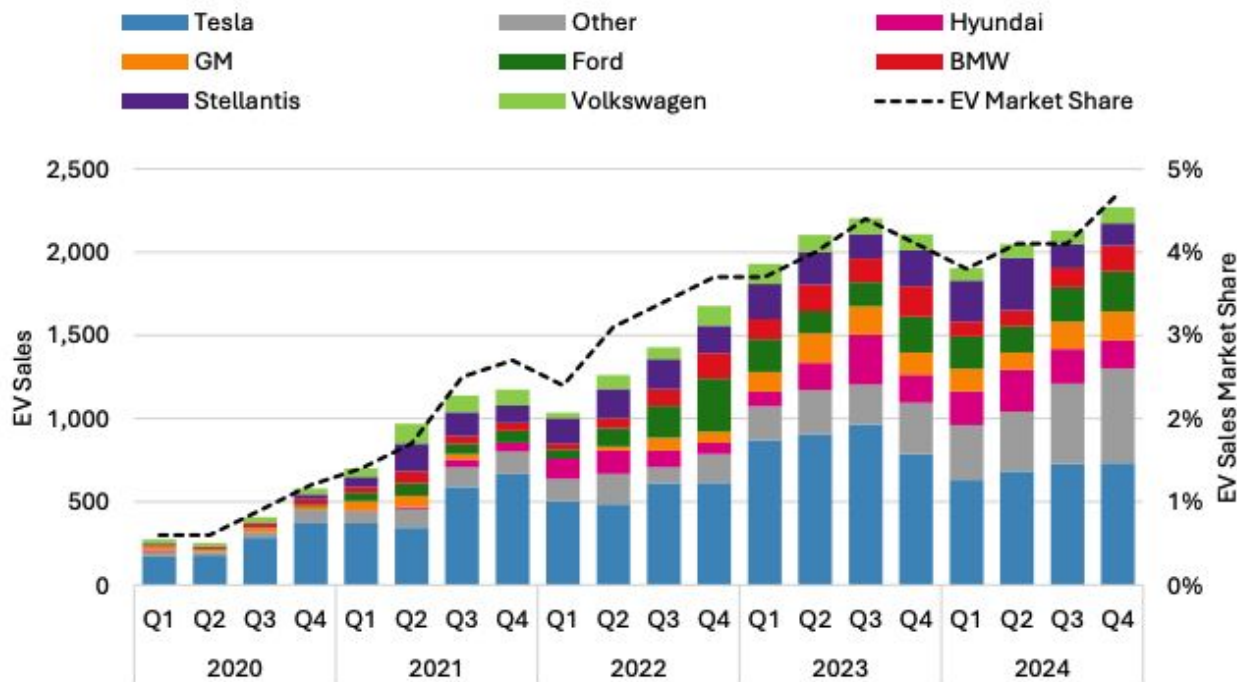
New Light-Duty EV Sales and Market Share in the Southeast



Light-duty EVs are classified as vehicle classes 1-2A, as defined by the U.S. Environmental Protection Agency's [fueleconomy.gov](https://www.fueleconomy.gov) website. Source: [Atlas EV Hub](#) for the Southern Alliance for Clean Energy

SOUTH CAROLINA LIGHT DUTY EV SALES

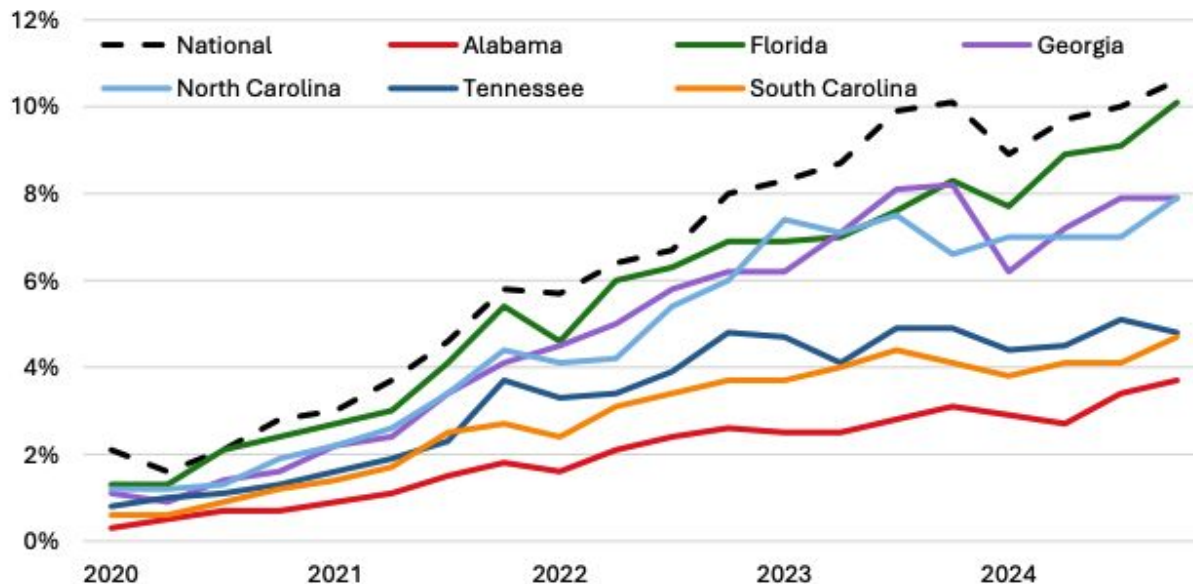
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SOUTHEAST LIGHT DUTY EV MARKET SHARE

New EV Sales Market Share for Light-Duty Vehicles in the Southeast



Light-duty EVs are classified as vehicle classes 1-2A, as defined by the U.S. Environmental Protection Agency's [fueleconomy.gov](https://www.epa.gov/fueleconomy) website. Source: [Atlas EV Hub](#) for the Southern Alliance for Clean Energy

SOUTHEAST CHARGING INFRASTRUCTURE DEPLOYMENT

State	DCFC Ports (% Change YOY)	Level 2 Ports (% Change YOY)	Total Ports per 1,000 People
Alabama	422 (50%)	629 (21%)	0.21
Florida	2,533 (32%)	7,395 (31%)	0.46
Georgia	1,251 (38%)	3,825 (20%)	0.47
North Carolina	1,202 (46%)	3,207 (44%)	0.42
South Carolina	504 (38%)	924 (29%)	0.28
Tennessee	583 (60%)	1,558 (24%)	0.31
Southeast	6,495 (39%)	17,538 (29%)	0.40
U.S. Total	43,297 (34%)	131,866 (23%)	0.53

Total ports include both DCFC and Level 2 ports. Data is through June 30, 2024.

Source: [Atlas EV Hub](#) [3] for the Southern Alliance on Clean Energy

SC EV UPDATE

- [SC Electric Transportation Network](#)
- [Palmetto Clean Fuels](#)
- SC Energy Office [Funding](#)
 - Energy Efficiency and Conservation Block Grant
 - Mini-Grant
 - ConserFund Loan
- SC Office of Resilience - [Palmetto Air Quality Collaborative](#)
- SC Department of Transportation [Modernization Ad-Hoc Committee](#)

FEDERAL EV UPDATE

- **OBBB/Reconciliation Bill-Tax Credits:**

- **Clean Energy Investment and Production Tax Credits (ITC48E/PTC45Y) Solar/Wind** in order to claim credit, projects must commence construction before July 4, 2026 or be placed in service before December 31, 2027.
- New law applies onerous new **Foreign Entity of Concern (FEOC) / Prohibited Foreign Entities (PFE) restrictions** (Recommend start by Dec 31, 2025)
- **Commercial Clean Vehicle Tax Credit (45W) end** Sept 30, 2025
- **Clean Vehicle Tax Credit (30D) end** Sept 30, 2025
- **Used Clean Vehicle Tax Credit (25E) end** Sept 30, 2025
- **Alternative Fuel Infrastructure Tax Credit (30C)** June 2026
- [Section 30C Eligibility Locator map](#) is still online

Resources

- [Resource from NYU on Tax Credit phaseouts](#)
- [Lawyers for Good Government Guidance Brief](#)
- [Webinar from Local Infrastructure Hub](#)

FEDERAL EV UPDATE

OB BB

USDOT: National Highway Traffic Safety Administration (NHTSA) Corporate Average Fuel Economy (CAFE) Standards The bill eliminates NHTSA Corporate Average Fuel Economy penalties, a key enforcement mechanism for the CAFE program. Effectively repealing the vehicle emission standards.



FEDERAL EV UPDATE

OBBB Programs

- **EPA: Repeals statutory authority and rescinds unobligated balances for the \$27B GGRF program**, including Solar for All.
- Retains authority but **rescinds unobligated funding for nearly every other major EPA program created or funded by the IRA**. Rescission of unobligated funds may impact program implementation. Impacted programs include: clean heavy duty vehicles and more.
- **DOT: Rescinds unobligated balances for USDOT IRA programs.**

FEDERAL EV UPDATE

National Electric Vehicle Infrastructure Program

On June 25, a federal judge in Washington issued a [preliminary ruling](#) ordering the Trump administration to restore NEVI Formula Program funding, unlocking about \$1 billion in federal funds while the case moves forward.

SACE and a coalition of non-governmental organizations petitioned for and were granted status as recognized party to the lawsuit.

Timeline

FEDERAL EV UPDATE

Endangerment Finding

EPA opened the rulemaking process on July 29, 2025 to both rescinded the endangerment finding and eliminates all GHG standards for vehicles.

Two actions - 1) repealing GHG emissions standards from on-road transportation sector (passenger car GHG standards proposed to be repealed, as well as heavy duty truck standards) and 2) withdraw GHG endangerment finding

2024 passenger car GHG emissions standards rule - to be taken off books

UTILITY UPDATE

DUKE ENERGY CAROLINAS AND PROGRESS

- Make-Ready - Charger Prep Credit
 - One-time credit for site preparation only
- Time of Use Rates
 - Residential and Commercial





Charger Prep Credit Overview

Program Overview – Non- Residential



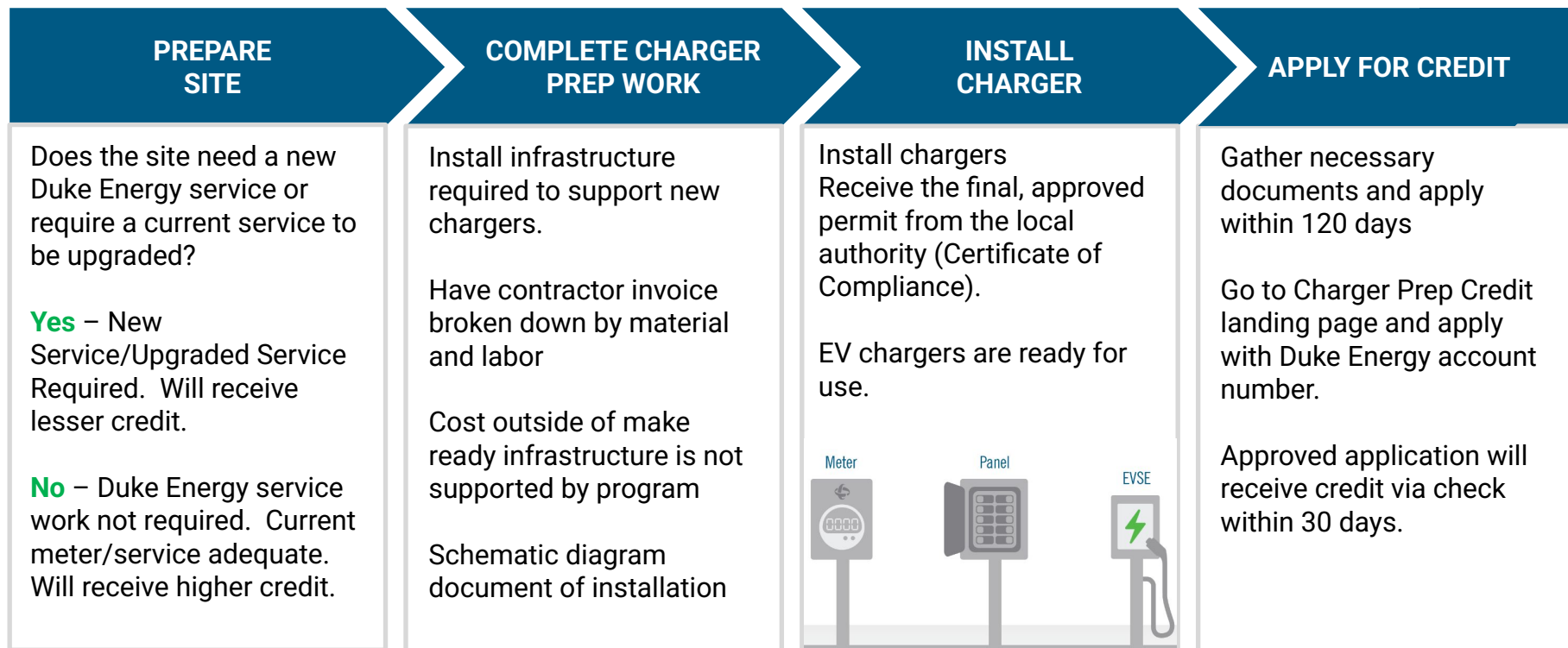
	Residential	Non-Residential	Homebuilder
Revenue Credit Level	Based on 5 years* of estimated revenue	Based on 3 years* of est. revenue 5 years* for MFD and Housing Authority	Fixed credit per home
Credit Determination	Based on publicly-available data as to typical residential EV charging	Company and Customer develop a Customer Usage Profile based on estimated use of each station	Fixed; based on estimated labor and materials - \$150
Installer	Licensed Contractor, Pre-Approved Contractor (Respective to segment)	Licensed Contractor	Construction Company Pre-Approved by Duke
Key Documentation Required	Install Invoices, EV Registration, permit	Install Invoices, Customer Usage Profile, permits	Evidence of installation

* If Customer is simultaneously participating in the Line Extension Plan, credits are based on one year (or two years for MFD) of estimated revenue



Charger Prep Credit Overview

Application Process – Non-Residential





Charger Prep Credit Overview

Example Credits – Non-Residential

Non-residential

Multi-family

Public Level 2 Charger ×
2 chargers - Low to medium volume site [Edit](#)

Fleet Level 2 Charger ×
1 charger - Low to medium volume site [Edit](#)

Type of charger ▼

Number of chargers Nameplate kW ⓘ
1 − +

Charger usage ▼

[+ Add another type of charger](#)

Your Charger Prep Credit

The credit is dependent on if your site requires the activation of Duke Energy's Line Extension Plan. ⓘ

\$3,077

Without
Service
Upgrades
Required/New
Service

\$1,025

Service
Upgrades
Required/New
Service

23

This tool provides an estimate of a customer's potential Charger Prep Credit and such estimate is solely for informational purposes and shall not be considered financial advice. A customer's particular Charger Prep Credit shall vary depending on the usage of such charger(s), number of chargers utilized by customer, nameplate kW of such charger(s), participation segment, and whether the applicable site is dependent on upgrades required by or new services from Duke Energy. Duke Energy does not guarantee any Charger Prep Credit to any customer or customer's participation in the Charger Prep Credit Program. Duke Energy does not make any express or implied representation or warranty as to the accuracy or completeness of the estimate provided by this tool, and such estimate may not be relied upon by a customer to form the basis for any decision, contract, commitment or other action.

Non-residential

Multi-family

Workplace Level 2 Charger ×
1 charger - Private site, not accessible to public [Edit](#)

Fleet DC Fast Charger ×
1 charger - 141 - 170 kW - Low to medium volume site [Edit](#)

Type of charger ▼

Number of chargers Nameplate kW ⓘ
1 − +

Charger usage ▼

[+ Add another type of charger](#)

Your Charger Prep Credit

The credit is dependent on if your site requires the activation of Duke Energy's Line Extension Plan. ⓘ

\$28,040

Without
Service
Upgrades
Required/New
Service

\$9,346

Service
Upgrades
Required/New
Service

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DOMINION ENERGY SOUTH CAROLINA

On Bill Financing – How it looks

- DESC will Design, Purchase, and Install Your EV Charging Site.
- Site-Host Owns the assets and may be eligible for up to 30% Tax Incentives
- Site-Host Sets the price and receives all revenue from EV Drivers
- DESC keeps it operating with the 10 Year O&M Plan:



Atlantic Nowell Creek – 20 Ports



Park West Recreation Fields – 12 Ports

DOMINION ENERGY SOUTH CAROLINA

EV Rates – Super Off-Peak addition *Best Time to Charge: 1AM – 5AM*

Rate 5 – Whole House TOU

	BASIC FACILITIES CHARGE \$13.00
	Time-Of-Use Energy Charges
COST	ON-PEAK \$0.26900/kWh
	OFF-PEAK \$0.13701/kWh
	SUPER-OFF PEAK \$0.09064/kWh
	TIME
	Summer On-Peak (May-Sep): 4:00 PM - 8:00 PM (Mon-Fri, excluding holidays)
	Winter On-Peak (Oct-Apr): 6:00 AM - 9:00 AM (Mon-Fri, excluding holidays)
	Super Off-Peak: too 1:00AM - 5:00 AM (Year-round)

Dedicated 60-amp breaker (48-amp output)



Rate 16 – Commercial TOU

	BASIC FACILITIES CHARGE \$25.65
	Time-Of-Use Energy Charges
COST	ON-PEAK \$0.21349/kWh
	OFF-PEAK \$0.11964/kWh
	SUPER-OFF PEAK \$0.06354/kWh
	TIME
	Summer On-Peak (May-Sep): 6:00 PM - 10:00 PM (Mon-Fri, excluding holidays)
	Winter On-Peak (Oct-Apr): 6:00 AM - 9:00 AM & 6:00 PM - 10:00 PM (Mon-Fri, excluding holidays)
	Super Off-Peak: too 1:00AM - 5:00 AM (Year-round)

No Demand Charges <1000 kW

*Charleston County
Public Services –
Fleet Level 2 Install*



SANTEE COOPER



The 2025 EVolve Grant application cycle opened March 3, 2025. Applications will be accepted through Aug. 15, 2025.

Santee Cooper's EVolve Grant Program is here to help you take charge of your electric vehicle project. The EVolve Grant Program allows eligible commercial customers to apply for up to \$25,000 in grant funding to help you get started on your EV journey. A competitive scoring process will help Santee Cooper choose the top projects to receive funding.



Project Categories

Customers are encouraged to apply for EV projects in one of four project categories:

1. Make-Ready Research
2. Education and Outreach
3. Electric Vehicle Charging Infrastructure
4. Electric Fleet Conversion

For more information on these categories, see the program application in step one below.



SANTEE COOPER - RESIDENTIAL TIME OF USE RATES

- ChargeSmart EV Rate Plan - REV
- ChargeSmart EV Rate Plan - EVO
 - Install a separate meter
 - Separate EV cost from home electricity usage

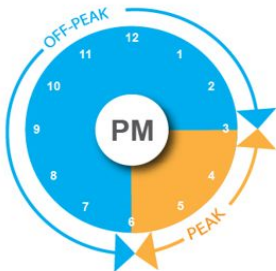


BERKELEY ELECTRIC COOPERATIVE

Enjoy a reduced rate when you shift your energy use to off-peak with Time-of-Day

Summer

(April 1 - October 31)

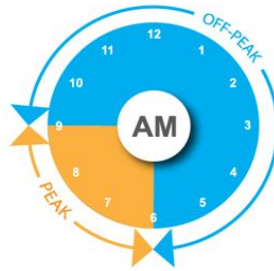


3 to 6 p.m.



Winter

(November 1 - March 31)



6 to 9 a.m.

Off-peak rate:

\$0.0788 per kWh
(vs. \$0.1262 residential)

On-peak rate:

\$0.3337 per kWh
(calculated once per billing cycle)



BERKELEY ELECTRIC COOPERATIVE

BEC Level 2 (240V) Electric Vehicle Charger Loan Program

Are you considering installing a Level 2 EV charger at your home or business? If so, Berkeley Electric can finance up to \$10,000 for up to 5 years at 5% APR with on-bill financing. Plus, you may qualify for a tax credit for 30% of the cost up to \$1,000.

Approved Installers

Boss Energy - James Reed
843-864-7503 / 843-469-2081

SuperGreen Technologies - Daniel Hancock
843-790-4365 / 843-437-4365

- Level 2 chargers are much faster than using a standard home outlet.
- More efficient charging than standard outlet (120V) charging.
- Many units come with additional controls, such as timers and wifi connectivity.



APPLICATION



BERKELEY ELECTRIC COOPERATIVE

- Community Support
 - We support our municipalities and county governments with financial support to install public EV charging in the form of grants.
 - 1 Project per year
 - Up to \$25,000/project



**Berkeley Electric
Cooperative**

Your Touchstone Energy® Cooperative

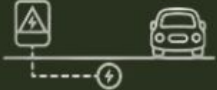
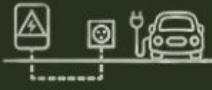


YORK ELECTRIC COOPERATIVE

- EV Charging Equipment Rebate - Residential
 - \$200 with time-of-day meter installed
- EV Rate Program
 - Time-of-Use Rate



THINGS YOU CAN DO: Make Ready Policy

EVSE CAPABLE	EVSE READY	EVSE INSTALLED
		
Enough electrical capacity is installed at the panel to support future EV charging spots. Additionally, there is a dedicated branch circuit to make sure enough power is available for future charging stations without overloading the system and raceway to future charging spots. Requires panel space, service load calculations to verify the service can accommodate the additional load, conduit and a pull string from the panelboard to the dedicated future space.	A parking space is EVSE Ready when additional wiring and a junction box or an 8320 VA to 9600 VA outlet (like for a clothes dryer have been installed). This requires dedicated panel capacity, service load calculations to verify the service can accommodate the additional load, conduit, and wiring that safely terminates at the parking space.	Enables immediate EV charging to meet current and future demand. Requires installation of at least a Level 2 EV Charger.

THINGS YOU CAN DO: Make Ready Policy

WHAT: [EV infrastructure building codes](#) require parking in new buildings to include the electrical equipment necessary to enable the easy and low-cost installation of electric vehicle (EV) charging stations.

WHY: shift to EVs, shift to MUD, accessibility to benefits of driving electric for all, lower cost to install

WHO:

[Atlanta](#), GA -Commercial sites: 20% EVSE capable, 20% EVSE installed - with installed chargers. City-owned: 50% EVSE capable, 25% installed. Residential: 1 EVSE Ready parking spot. Enclosed garages require safe spacing/access.

Georgia Network for Electric Mobility UGA | [2025 Georgia EV Fire Safety Brief: Bridging Local Policy in Atlanta with a Call for a Universal Global Standard](#)

[Charlotte, NC](#)- Zoning Standards for parking Article 19.3 Multi-family stacked dwelling, the residential component of mixed-use developments, Hotels, Parking lots and parking structures as a principal use. Beyond 10 spaces 20% EVSE capable. Beyond 26 spaces EVSE installed 1 beyond 50 spaces EVSE installed 2%.



CHARGING SMART

NATIONALLY DISTINGUISHED. **LOCALLY POWERED.**

What Is Charging Smart?

Charging Smart provides **free technical assistance and national recognition** to local governments to facilitate the adoption of electric vehicles (EVs) and EV charging for their residents and businesses.

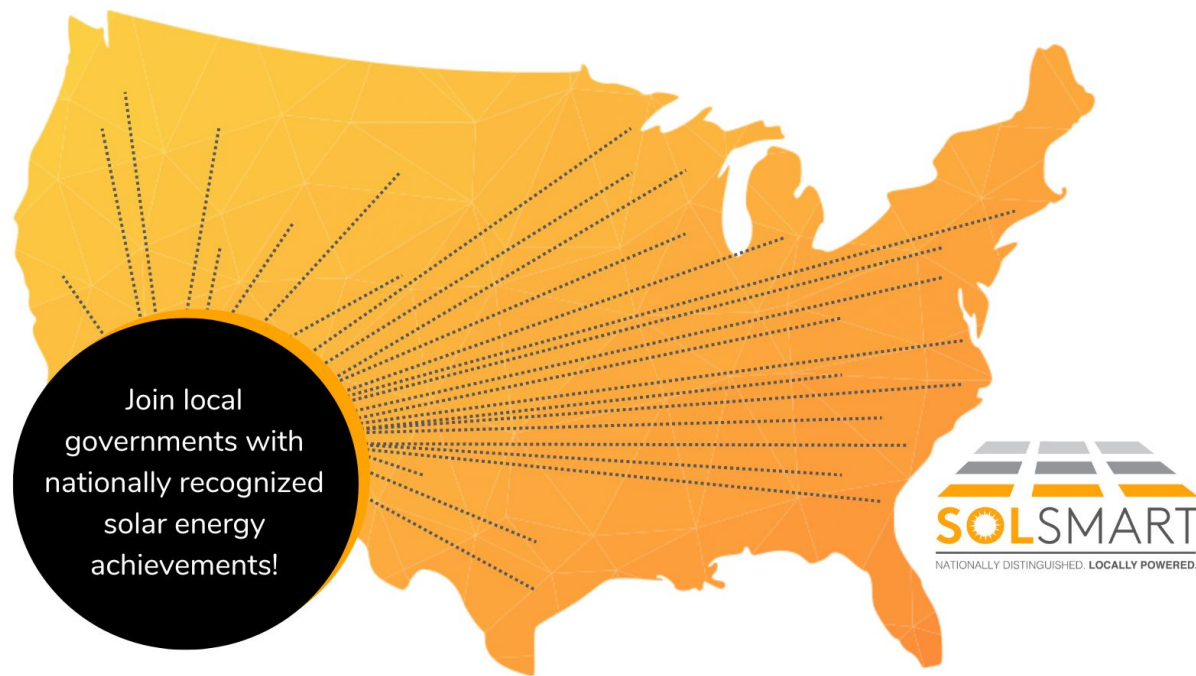


Modeled off the success of SolSmart

500+ designated
communities

43 states and
counting

Over 1 in 3 US
residents live in a
SolSmart
designated
community



Charging Smart Action Categories

Planning

Regulation

Utility
Engagement

Education and
Incentives

Shared Mobility

Government
Operations

Designation Structure

38



80 points



150 points



300 points

Participating Communities

39

Charging Smart Communities in Progress: 89!

City of Sonoma, CA
Contra Costa
County, CA
Fremont, CA
Cupertino, CA
Walnut Creek, CA
City of Fairfax, CA
Palo Alto, CA
Pinole, CA
San Mateo County,
CA
Santa Rosa, CA
Sunnyvale, CA
Adams County, CO
Brighton, CO

Broomfield, CO
Commerce City, CO
Denver, CO
Edgewater, CO
Erie, CO
Fort Collins, CO
Louisville, CO
Loveland, CO
Nederland, CO
Northglenn, CO
Pueblo, CO
Westminster, CO
Winter Park, CO
Kent, CT
Stamford, CT

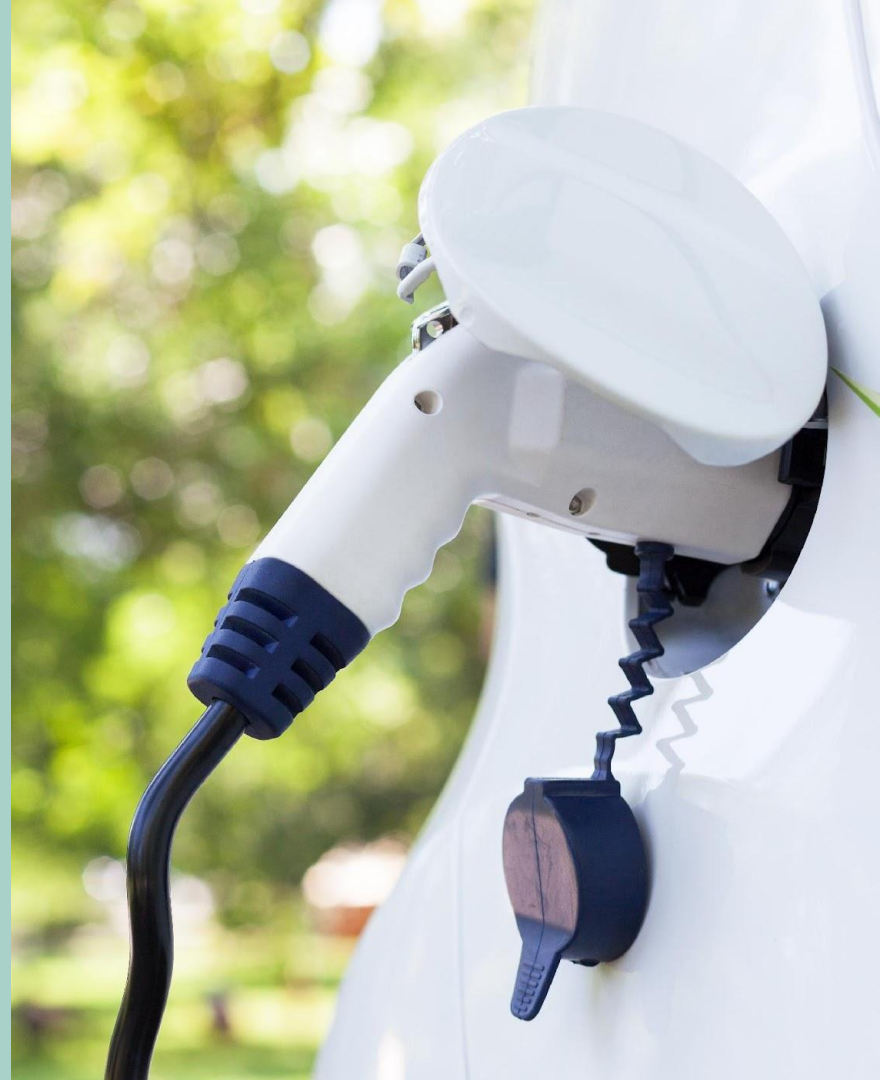
Ridgefield, CT
Boynton Beach, FL
Ames, IA
New Orleans, LA
Central, LA
Franklin, LA
New Roads, LA
West Monroe, LA
Bloomington, MN
Edina, MN
Richfield, MN
Robbinsdale, MN
Rochester, MN
Woodbury, MN
Missoula, MT

Knoxville, TN
Arlington, TX
Frisco, TX
Grand Prairie, TX
Irving, TX
Plano, TX
Richland Hills, TX
Stephenville, TX
Alexandria, VA
Charlottesville, VA
City of Fairfax, VA
Norfolk, VA
Richmond, VA
Manassas, VA
Roanoke, VA

Wise County, VA
Laramie, WY
Orange County, NC
Holly Springs, NC
Durham, NC
Raleigh, NC
Cary, NC
Mebane, NC
Wilmington, NC
City of Napa, CA
**+19 in Chicago, IL
region**

Getting Started:

1. Commitment Letter
2. Self-Assessment
3. Learn More:
[Program Guide](#)



Your Charging Smart Contact



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CONVERSATION ON GETTING STARTED