STATE TRANSPORTATION BOARD

COMMITTEE MEETINGS

March 16, 2022
# 2022 Legislative Calendar

## 2022 Session of the Georgia General Assembly

<table>
<thead>
<tr>
<th>January</th>
<th>February</th>
<th>March/April</th>
</tr>
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<tbody>
<tr>
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<tr>
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Session Days **IN RED** | Committee Workdays **IN BLUE** | Crossover Day: **March 15th** | Sine Die: **April 4th**
2022 Legislative Session
H.B. 304—Temporary Motor Fuel Tax Suspension

House Bill 304 (COMMITTEE SUBSTITUTE)

By: Representatives Lott of the 122nd, Stephens of the 164th, Reeves of the 34th, Bentley of
the 139th, Hatchett of the 150th, and others

BE IT ENACTED BY THE GENERAL ASSEMBLY OF GEORGIA:

SECTION 1.

Code Section 48-9-3 of the Official Code of Georgia Annotated, relating to the levy of
cexcise taxes on motor fuels, rate, taxation of motor fuels not commonly sold or measured by
gallon, prohibition of tax on motor fuel by political subdivisions, exceptions, and exempted
sales, is amended in subsection (b) by deleting "or" at the end of paragraph (10), by replacing
the period at the end of paragraph (11) with "; or" and adding a new paragraph to read as
follows:

"(12) For the period of time beginning on the effective date of this paragraph, and ending
at the last moment of May 31, 2022, all sales of motor fuel."

SECTION 2.

This Act shall become effective upon its approval by the Governor or upon its becoming law
without such approval.
# 2022 Legislative Session

## Temporary Motor Fuel Tax Suspension

### Department of Transportation

<table>
<thead>
<tr>
<th>Program Budget Financial Summary</th>
<th>FY 2022 Original Budget</th>
<th>Changes</th>
<th>FY 2023 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Motor Fuel Funds</strong></td>
<td>$119,943,477</td>
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<td>Transportation Trust Funds</td>
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<td>68,620,071</td>
<td>1,892,842,111</td>
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<td>Georgia Transit Trust Funds</td>
<td>0</td>
<td>150,637,791</td>
<td>150,637,791</td>
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<tr>
<td><strong>TOTAL STATE FUNDS</strong></td>
<td><strong>$1,964,165,517</strong></td>
<td><strong>$118,241,956</strong></td>
<td><strong>$2,082,407,482</strong></td>
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</table>

Federal Highway Administration Highway Planning and Construction:
- Federal Funds and Grants: $1,514,696,029
- Federal Funds Not Specifically Identified: $93,011,369
- **TOTAL FEDERAL FUNDS**: $1,607,707,398

Other Funds:
- $98,044,213
- **TOTAL OTHER FUNDS**: $98,044,213

**Total Funds**: $3,859,917,128

Governor's Budget Report Amended FY 2022 and FY 2023

### Section 47: Transportation, Department of

- 4286 Total Funds: $3,811,389,494
- 4287 Federal Funds and Grants: $1,607,707,398
- 4289 Federal Funds Not Specifically Identified: $93,011,369
- 4290 Other Funds: $98,044,213
- 4291 Agency Funds: $19,741,115
- 4292 Other Funds - Not Specifically Identified: $78,303,098
- 4293 State Funds: $2,105,637,883
- 4294 Georgia Transit Trust Funds: $15,927,600
- 4295 **Motor Fuel Funds**: $1,986,389,570
- 4296 State General Funds: $38,958,063
- 4297 Transportation Trust Funds: $64,362,650

<table>
<thead>
<tr>
<th>FY2023</th>
<th>HB 911</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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House Budget and Research Office (101)  
Page 142 of 162  
Thursday, March 10, 2022
2022 Legislative Session
Key “Crossed Over” Legislation

• H.B. 1438 & S.B. 558—GDOT “Housekeeping” Legislation

• SR 463—Joint Study Committee on the Electrification of Transportation

• SB 586—Local Government Design Build

• HB 1372—“811/Call Before You Dig” Legislation
Federal Update
Federal Update
Full Federal FY22 Appropriations (Omnibus) Signed into Law
Questions...
AFY 2022 Budget Update

Angela Whitworth
Treasurer
March 16, 2022
## FY 2022 Amended Revenue Comparison

<table>
<thead>
<tr>
<th></th>
<th>FY 22 Base</th>
<th>Change</th>
<th>AFY 22</th>
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</thead>
<tbody>
<tr>
<td><strong>Excise</strong></td>
<td>$1,960,036,957</td>
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<td>$1,960,036,957</td>
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<tr>
<td><strong>Fees</strong></td>
<td>$130,000,000</td>
<td>$56,040,355</td>
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<tr>
<td><strong>Ride-Share</strong></td>
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<tr>
<td><strong>Fees</strong></td>
<td>$7,638,448</td>
<td>$9,889,152</td>
<td>$17,527,600</td>
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<tr>
<td><strong>State General</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Funds/Prior Year</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Funds</strong></td>
<td>$2,125,000</td>
<td>$155,575,476</td>
<td>$157,700,476</td>
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<tr>
<td><strong>GRTA</strong></td>
<td>($330,465)</td>
<td>($15,146)</td>
<td>($345,611)</td>
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<tr>
<td><strong>Total</strong></td>
<td>$2,099,469,940</td>
<td>$221,489,837</td>
<td>$2,320,959,777</td>
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</tbody>
</table>
AFY 2022 Budget - Conference

* LMIG is 10% excise
<table>
<thead>
<tr>
<th>Program</th>
<th>Fund Source</th>
<th>FY 22 BASE</th>
<th>Change</th>
<th>AFY 22 Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>GO Bond Debt</td>
<td>Motor Fuel</td>
<td>$125,814,917</td>
<td>($74,598,461)</td>
<td>$51,216,456</td>
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<td>Fees</td>
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<td>$94,087,967</td>
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<td>$-</td>
<td><strong>$145,304,423</strong></td>
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<tr>
<td>Capital Construction</td>
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<td>Capital Maintenance</td>
<td>Motor Fuel</td>
<td>$60,200,000</td>
<td>$-</td>
<td>$60,200,000</td>
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<td>IIJA Match</td>
<td>State General</td>
<td>$-</td>
<td>$83,232,145</td>
<td>$83,232,145</td>
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<tr>
<td></td>
<td>Funds</td>
<td></td>
<td></td>
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<tr>
<td>IIJA Match</td>
<td>Prior Year</td>
<td>$-</td>
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<td><strong>IIJA Match Total</strong></td>
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<td>Data Collections</td>
<td>Motor Fuel</td>
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<td>Departmental Admin</td>
<td>Motor Fuel</td>
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<td>Motor Fuel</td>
<td>$196,003,696</td>
<td>$-</td>
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<td>Local Roads</td>
<td>Motor Fuel</td>
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<td>$-</td>
<td>$4,346,461</td>
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<td>Planning</td>
<td>Motor Fuel</td>
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<td>$50,920</td>
<td>$2,908,018</td>
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</table>
## FY 2022 Amended Budget - Conference

<table>
<thead>
<tr>
<th>Program</th>
<th>Fund Source</th>
<th>FY 22 BASE</th>
<th>Change</th>
<th>AFY 22 Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>Routine Maintenance</td>
<td>Motor Fuel</td>
<td>$430,892,701</td>
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<td>$442,669,781</td>
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<td>Motor Fuel</td>
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<tr>
<td><strong>Intermodal</strong></td>
<td><strong>Fees</strong></td>
<td><strong>$21,981,122</strong></td>
<td><strong>($18,688,941)</strong></td>
<td><strong>$3,292,181</strong></td>
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<td><strong>State General Funds</strong></td>
<td><strong>$2,125,000</strong></td>
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<td><strong>$51,063,904</strong></td>
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<td><strong>Rideshare</strong></td>
<td><strong>$7,638,448</strong></td>
<td><strong>$9,889,152</strong></td>
<td><strong>$17,527,600</strong></td>
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<tr>
<td><strong>Intermodal Total</strong></td>
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<td><strong>$31,744,570</strong></td>
<td><strong>$40,139,115</strong></td>
<td><strong>$71,883,685</strong></td>
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**FY 2022 Amended Budget – Attached Agencies (House Version)**

<table>
<thead>
<tr>
<th>Program</th>
<th>Fund Source</th>
<th>FY 22 BASE</th>
<th>Change</th>
<th>AFY 22 Request</th>
</tr>
</thead>
<tbody>
<tr>
<td>Payments to SRTA</td>
<td>Motor Fuel</td>
<td>$12,692,528</td>
<td>$-</td>
<td>$12,692,528</td>
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<tr>
<td>Payments to SRTA</td>
<td>Fees</td>
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<td>$-</td>
<td>$75,374,462</td>
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<tr>
<td>Payments to SRTA Total</td>
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<td>$-</td>
<td>$88,066,990</td>
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<td>Payments to ATL</td>
<td>Fees</td>
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<td>$115,689</td>
<td>$12,940,134</td>
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## FY 2023 Revenue Comparison

<table>
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<tr>
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<th>FY 23</th>
<th>AFY 22</th>
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<td>Excise</td>
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<td>Transportation Trust Fund</td>
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<td>Fees</td>
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<td>Transit Trust Fund (Ride-Share)</td>
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<td>Fees</td>
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<tr>
<td>State General</td>
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<td>Funds</td>
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<td>$157,700,476</td>
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<td>GRTA</td>
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<td>($351,479)</td>
<td>($345,611)</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$2,099,469,940</strong></td>
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<td><strong>$2,214,399,414</strong></td>
<td><strong>$2,320,959.777</strong></td>
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FY 2023 Budget (House Version)

- Capital Projects: $1,061,378,931
- General Operations: $262,381,363
- LMIG*: $200,888,789
- Routine Maintenance: $461,740,487
- Payments to SRTA: $49,264,915
- Intermodal: $56,921,161
- GO Bond Debt: $108,761,531
- Payments to ATL: $13,062,237

* LMIG is 10% excise
## FY 2023 Budget (House Version)

<table>
<thead>
<tr>
<th>Program (Motor Fuel)</th>
<th>Fund Source</th>
<th>FY 22 BASE</th>
<th>Change</th>
<th>FY 23 House</th>
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<tr>
<td>GO Bond Debt</td>
<td>Motor Fuel</td>
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<td>Fund Fees</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>$145,304,423</strong></td>
<td><strong>($36,542,892)</strong></td>
<td><strong>$108,761,531</strong></td>
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## FY 2023 Budget (House Version)

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<th>Program (Motor Fuel)</th>
<th>Fund Source</th>
<th>FY 22 BASE</th>
<th>Change</th>
<th>FY 23 House</th>
</tr>
</thead>
<tbody>
<tr>
<td>Departmental Admin</td>
<td>Motor Fuel</td>
<td>$72,293,125</td>
<td>$6,158,562</td>
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<td>LMIG</td>
<td>Motor Fuel</td>
<td>$196,003,696</td>
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<td>$200,888,789</td>
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<tr>
<td>Local Roads</td>
<td>Motor Fuel</td>
<td>$4,346,461</td>
<td>$-</td>
<td>$4,346,461</td>
</tr>
<tr>
<td>Planning</td>
<td>Motor Fuel</td>
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<td>($210,472)</td>
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## FY 2023 Budget (House Version) - Intermodal

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<th>FY 23 House</th>
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<tbody>
<tr>
<td>Intermodal</td>
<td>Transportation Trust Fund Fees</td>
<td>$21,981,122</td>
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</tr>
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<td></td>
<td>State General Funds</td>
<td>$2,125,000</td>
<td>($2,125,000)</td>
<td>$-</td>
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<tr>
<td></td>
<td>Transit Trust Fund</td>
<td>$7,638,448</td>
<td>($7,638,448)</td>
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<td><strong>Total</strong></td>
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<td><strong>$31,744,570</strong></td>
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<td>State General Funds</td>
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## FY 2023 Budget (House Version) – Attached Agencies

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<th>Program (Motor Fuel)</th>
<th>Fund Source</th>
<th>FY 22 BASE</th>
<th>Change</th>
<th>FY 23 House</th>
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<tr>
<td>Payments to SRTA</td>
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<td>Transportation Trust Fund Fees</td>
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<td>Payments to SRTA Total</td>
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<td><strong>$88,066,990</strong></td>
<td><strong>($38,802,075)</strong></td>
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<td>Payments to ATL</td>
<td>Transportation Trust Fund Fees</td>
<td>$12,824,445</td>
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</table>
FY 2023 General Obligation Bonds

Short line Rail:
$2.96M Upgrade Short-lines to Class II Standard
THANK YOU
GDOT Bridge Program Update & BIL Impact

Andrew Heath, P.E.
Deputy Chief Engineer
March 16, 2022
March 2022 Bridge Update

Agenda / Overview

• Bridges in Georgia
• Bridge Funding
• New BIL Program
• Staff & Innovations
# Georgia Bridges Snapshot

## Total On and Off System

<table>
<thead>
<tr>
<th></th>
<th># Bridges</th>
<th># Posted</th>
<th># Closed</th>
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<tbody>
<tr>
<td>State Owned</td>
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<td>40</td>
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<tr>
<td>Not State Owned</td>
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<td>1,378</td>
<td>43</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>14,794</strong></td>
<td><strong>1,418</strong></td>
<td><strong>49</strong></td>
</tr>
</tbody>
</table>
# Georgia Bridges Inventory Growth

<table>
<thead>
<tr>
<th>Year</th>
<th># Bridges</th>
<th>Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>14,668</td>
<td>-</td>
</tr>
<tr>
<td>2018</td>
<td>14,689</td>
<td>21</td>
</tr>
<tr>
<td>2019</td>
<td>14,725</td>
<td>36</td>
</tr>
<tr>
<td>2020</td>
<td>14,745</td>
<td>20</td>
</tr>
<tr>
<td>2021</td>
<td>14,786</td>
<td>41</td>
</tr>
</tbody>
</table>
Bridge Investment
FY21-24 STIP

- $424M/Year
  - Bridge Set-Aside
  - Low Impact Bridge Program
  - Bridge Maintenance Lump Sum
  - Bridge Bonds

2021-2024 STIP Funds by Program Type

- Total Funds: $10.3 Billion
- Bridge - $1,697,973,000 - 16%
- Capacity - $3,850,945,000 - 37%
- Maintenance - $1,181,147,000 - 11%
- Safety - $684,687,000 - 7%
- Traffic Operations - $822,726,000 - 8%
- Other - $1,304,170,000 - 14%
- Intermodal - $360,420,000 - 4%
- Debt Service - $300,900,000 - 3%
Building the Bridge Replacement Program (2022 Snapshot)

372 Active Projects

- Poor Condition / Weight Restricted
- Critical Features / Structure Types
- Temporary Shoring
- Priority Routes / Freight Corridors
- Life-cycle cost for Replacement vs. Rehabilitation
## Bridge Investment Impact

<table>
<thead>
<tr>
<th>Bridge Condition</th>
<th>FHWA Submittal Year</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2021</td>
</tr>
<tr>
<td><strong>GOOD</strong></td>
<td></td>
</tr>
<tr>
<td>On-System (State Owned)</td>
<td>77%</td>
</tr>
<tr>
<td>Off-System (Local Gov’t Owned)</td>
<td>77%</td>
</tr>
<tr>
<td><strong>FAIR</strong></td>
<td></td>
</tr>
<tr>
<td>On-system</td>
<td>22%</td>
</tr>
<tr>
<td>Off-system</td>
<td>21%</td>
</tr>
<tr>
<td><strong>POOR</strong></td>
<td></td>
</tr>
<tr>
<td>On-system</td>
<td>1%</td>
</tr>
<tr>
<td>Off-system</td>
<td>2%</td>
</tr>
</tbody>
</table>

*2021 GDOT Accountability & Investment Report*
Georgia Bridge Inventory – Poor Bridges

ARTBA 2021 Report (based on 2021 FHWA NBI Records)

Number of Structurally Deficient Bridges

- Total No. Bridges = 14,786
- Total No. of Poor Bridges = 319

% of All Bridges Classified as Structurally Deficient

Total No. Bridges = 14,786
Total No. of Poor Bridges = 319
Georgia Bridge Inventory
ARTBA 2021 Report (based on 2021 FHWA NBI Records)

Shows % of bridges Poor bridges
- 0 - 4.9%
- 5 - 8.9%
- 9% or higher
New Bridge Formula Program

Bipartisan Infrastructure Law (BIL)

- New Bridge Formula Program (BFP)
- GDOT Bridge allocation: $225M for FY22 through FY25 ($45M per FY***)
- Eligible for Replacement, Rehab, Preservation, Protection, Construction
- 100% share for locally owned on local roads
- Advanced Appropriations
Impact of Higher Truck Weights

- 889 additional posted bridges within 30 miles of Timber Mills
- Restricts crossing at that legal load combination
- Bridges will need to be upgraded/replaced to accommodate
- Expect shortened bridge life span/increased degradation
Who Makes It Happen…
Office of Bridge Design and Maintenance

Design Unit

- 54 Employees
- 6 Bridge Design Groups
- 1 Bridge Hydraulics Group
- Policy and Standards Team
- Technical Services Team
Who Makes It Happen…
Office of Bridge Design and Maintenance

Maintenance Unit

• 54 Employees
• 12 Topside Inspection Teams
• 2 Specialized Teams
• 2 Underwater Teams
• 2 Licensed Drone Pilots and Emergency Response Teams
• 9706 Inspections performed in FY 2021
SR 369 / Chattahoochee River, Forsyth/Hall Counties
SR 18 over CSX Transportation RR, Meriwether County
LIBP
CR 44 (Casey Road) over Unawatti Creek, Franklin Co.
Bridge Maintenance
Rehabilitation and Preservation
A Culture of Innovation

Bridge Design
A Culture of Innovation

Bridge Maintenance Unit

Snooper with 65 ft reach

Inspecting underneath the bridge deck - Skydio Drone
A Culture of Innovation

SR 3 (Northside Drive) over Peachtree Creek, Fulton County
Questions?
Scenic Byways Program

Radney Simpson
Office of Planning
March 16, 2022
Agenda

• Overview of the Scenic Byways Program
• Request for Tybee Road Byway
• Request for South Douglas Byway
Georgia’s Scenic Byways Program

- Established in 1991 under the Intermodal Surface Transportation Efficiency Act (ISTEA)
- Allows State DOTs to designate corridors as official Scenic Byways to protect and preserve “intrinsic qualities” of a roadway corridor
- GDOT’s Scenic Byway Program has been active since 1992
Georgia has 15 Designated Byways

- Altamaha
- Cohutta-Chattahoochee
- Enduring Farmlands
- Historic Dixie Highway
- Historic Effingham-Ebenezer
- Historic Piedmont
- I-185
- Meriwether-Pike
- Millen-Jenkins County
- Monticello Crossroads
- Ocmulgee-Piedmont
- Ridge & Valley
- Russell-Brasstown (Nat’l Scenic Byway)
- South Fulton
- Warren County-Piedmont

http://www.dot.ga.gov/DS/Travel/Scenic
Georgia’s Scenic Byways Program

- Driven by Local Sponsors
- Sponsor works with GDOT Scenic Byway Coordinator to ensure the byway follows the official GDOT designation process
- No new billboards can be added along the corridor once designated (existing billboards can remain)
  - The Outdoor Advertising Association of Georgia is notified during the designation process
- Each designated Georgia Scenic Byway must exhibit at least one of six intrinsic qualities
Intrinsic Qualities

• Assets or resources considered to be unique, irreplaceable, or distinctively characteristic of an area:
  • Archeological
  • Cultural
  • Historic
  • Natural
  • Recreational
  • Scenic

Russell-Brasstown Scenic Byway in Union, Towns, and White counties
Scenic Byway Designation Process

• Local Sponsor recommends potential byway corridor to GDOT
• GDOT conducts technical review to determine if the byway meets intrinsic quality criteria, if findings are positive, Local Sponsor submits eligibility application to GDOT
• Local Sponsor notifies GDOT Board Member and property owners, holds first public meeting
• Local Sponsor brings development of draft Corridor Management Plan (CMP):
  • The CMP outlines the development of the byway organization, an inventory of intrinsic qualities, and local goals and objectives for the route
• Local Sponsor conducts second public meeting presenting CMP, then submits document to GDOT
• After review of CMP by GDOT and the Department of Community Affairs (DCA), approved CMP forwarded to Commissioner for concurrence, and then to State Transportation Board for approval
Questions?
Tybee Road Byway

• Located in the 1st Congressional District.

• Sponsored by the Tybee Road Byway Steering Committee.

• Will serve as a scenic connector between Savannah and Tybee Island in Chatham County.

• 11-mile segment of the U.S. 80 corridor from the Turner Creek Bridge (east of Bryan Woods Road) to the terminus of U.S. 80 at Tybrisa Street in downtown Tybee Island.

• Connects to landmarks such as the Fort Pulaski National Monument and the Tybee Island Light Station.
South Douglas Byway

• Located in the 13th Congressional District.

• Sponsored by Douglas County.

• Will cover a 19-mile segment of SR 166 from the Carroll-Douglas county line to its intersection with SR 92.

• Adjacent to local features such as the Anneewakee Mounds, the Chattahoochee Greenway Trail, Dog River Reservoir, and is a short distance from Sweetwater Creek State Park.
Next Steps (Upon approval of the Byways)

- GDOT:
  - Add byways to State Highway Map
  - Feature Byways on GDOT website
  - Provide signage for byways

- Local Sponsors:
  - Coordinate with District 5 (Tybee Road) and District 7 (South Douglas) to install signage along corridors

S.R. 166 over the Dog River Reservoir in Douglas County
Questions?
The National Electric Vehicle Infrastructure (NEVI) Program Guidance

Jannine Miller, MPA, MBA
Director of Planning
March 16, 2022
Governor Kemp’s Electric Mobility & Innovation Alliance
https://www.georgia.org/mobility

Launched in August 2021

Led by the Georgia Department of Economic Development

Collaboration of government, industry, electric utilities, nonprofits

5 Committees, incl. Infrastructure:
✓ Fleet: OEMs, vehicle owners (personal and commercial), auto dealers, etc.
✓ Charging: equipment manufacturers, service providers, site owners
✓ Electric Utilities: GA Power, EMCs, ECG, MEAG, GA Transmission Corp.
FHWA’s National Electric Vehicle Infrastructure Program: Overview

Purpose
- Create a nationwide network of 500,000 EV chargers by 2030
- Ensure a convenient, reliable, affordable, and equitable charging experience for all users

Goals
- Accelerate equitable adoption of EVs, including for those who cannot reliably charge at home
- Reduce transportation-related greenhouse gas emissions and help put the U.S. on a path to net-zero emissions by no later than 2050
- Position U.S. industries to lead global transportation electrification efforts
FHWA’s National Electric Vehicle Infrastructure Program: Allocation of $7.5 billion through FY2026

$4.2 billion Formula funds to State DOTs
  • Strategic deployment of EV charging infrastructure for an interconnected network to facilitate data collection, access, and reliability.
  • Build out the national network of EV “Alternative Fuel Corridors”, particularly on Interstate Highway System

$500 million USDOT grants to fill gaps

$300 million for the new “Joint Program Office” of U.S. Departments of Transportation and Energy

$2.5 billion Discretionaryary Grants
  • Corridors
  • Communities for EV charging plus infrastructure for hydrogen, propane, and natural gas fueling
FHWA’s National Electric Vehicle Infrastructure Program: Allocation of $7.5 billion through FY2026

$4.2 billion Formula Funds to State DOTs

- Strategic deployment of EV charging infrastructure for an interconnected network to facilitate data collection, access, and reliability.
- Build out the national network of EV “Alternative Fuel Corridors”, particularly on Interstate Highway System
- Public-private partnerships encouraged

$500 million of USDOT grants to fill gaps

$300 million for the new “Joint Program Office” of U.S. Departments of Transportation and Energy

$2.5 billion of Discretionary Grants

- Corridors
- Communities

for EV charging plus infrastructure for hydrogen, propane, and natural gas fueling
Building Out Georgia’s EV “Alternative Fuel Corridors”

<table>
<thead>
<tr>
<th>Federal Fiscal Year</th>
<th>Formula Allocation to GDOT ($ millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>$ 20.0</td>
</tr>
<tr>
<td>2023</td>
<td>$ 24.3</td>
</tr>
<tr>
<td>2024</td>
<td>$ 24.3</td>
</tr>
<tr>
<td>2025</td>
<td>$ 24.3</td>
</tr>
<tr>
<td>2026</td>
<td>$ 24.3</td>
</tr>
</tbody>
</table>

Allocated per GDOT's EV Charging Infrastructure Plan (due Aug 1)
Federal Requirements for State EV Charging Station Plan

- **State Agency Coordination** with State’s energy and/or environment department
- **Public Engagement**
- **Plan Vision and Goals**
- **Contracting** (including engagement of third-party entities)
- **Existing and Future Conditions Analysis**
- **EV Charging Infrastructure Deployment**
- **Implementation**
- **Civil Rights & Equity Considerations**
- **Labor and Workforce Considerations**
- **Cybersecurity**
Outline of GDOT’s Electric Vehicle Charging Plan

1. Options for deployment of formula funds in IIJA/BIL for the acquisition and installation of publicly-accessible EV charging infrastructure

2. Recommendations based on market-driven validation of prioritized buildout of EV Charging Stations on Georgia’s EV Alternative Fuel Corridors

3. Implementation plan that compiles with forthcoming guidance and FHWA requirements
National Electric Vehicle Infrastructure (NEVI) Formula Program Process

Bipartisan Infrastructure Law
November 15, 2021
Bipartisan Infrastructure Law (BIL) signed into law on November 15, 2021. The National Electric Vehicle Infrastructure (NEVI) Formula Program is established.

90 Day Guidance
February 10, 2022
FHWA releases guidance for the NEVI Formula Program within 90 days of enactment of the BIL.

States Coordinate with Joint Office of Energy and Transportation

FHWA Approves State Plans
September 30, 2022
FHWA approves Plans or notifies State DOTs if changes are needed no later than September 30, 2022.

Alternative Fuel Corridor (AFC) Nominations
February 10, 2022
FHWA publishes the Request for Nominations for the 6th round of AFC designations. State DOTs review existing AFCs and nominate additional routes, prioritizing the Interstate Highway System, to support a national EV charging network by May 15, 2022.

180 Day Minimum Standards and Requirements
May 15, 2022
FHWA publishes proposed regulations for minimum standards and requirements for the NEVI Formula Program by May 15, 2022.

State Plans Due
August 1, 2022
State DOTs submit their EV Infrastructure Deployment Plans to the new Joint Office of Energy and Transportation no later than August 1, 2022.

Funds Available for Investment
If approved, State DOTs deploy EV charging infrastructure through the use of NEVI Formula Program funds.

https://driveelectric.gov/
THANK YOU!
STATE TRANSPORTATION BOARD

COMMITTEE MEETINGS

March 16, 2022