



STATE TRANSPORTATION BOARD

COMMITTEE MEETINGS

March 16, 2022



STATE TRANSPORTATION BOARD

Legislative Committee

March 16, 2022



Legislative Update

Joshua L. Waller

Director of Policy & Government Affairs

March 16, 2022

2022 Legislative Calendar

2022 Session of the Georgia General Assembly

January						
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

February						
		9	10	11	12	13
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

March/April						
		22	23	24	25	26
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	1	2
3	4	5	6	7	8	9

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

7 BE IT ENACTED BY THE GENERAL ASSEMBLY OF GEORGIA:

8 **SECTION 1.**

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

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

17 **SECTION 2.**

18 This Act shall become effective upon its approval by the Governor or upon its becoming law
19 without such approval.

2022 Legislative Session

Temporary Motor Fuel Tax Suspension

Department of Transportation Program Budget Financial Summary

	FY 2022 Original Budget	Changes	FY 2023 Budget
Department Budget Summary			
State General Funds	\$119,943,477	(\$119,943,477)	\$0
Motor Fuel Funds	1,834,222,040	68,620,071	1,902,842,111
Transportation Trust Funds	0	150,637,791	150,637,791
Georgia Transit Trust Funds	0	15,927,600	15,927,600
TOTAL STATE FUNDS	\$1,954,165,517	\$115,241,985	\$2,069,407,502
Federal Highway Administration Highway Planning & Construction			
Planning and Construction	\$1,514,696,029	\$0	\$1,514,696,029
Federal Funds Not Specifically Identified	93,011,369	0	93,011,369
TOTAL FEDERAL FUNDS	\$1,607,707,398	\$0	\$1,607,707,398
Other Funds	\$98,044,213	\$0	\$98,044,213
TOTAL OTHER FUNDS	\$98,044,213	\$0	\$98,044,213
Total Funds	\$3,659,917,128	\$115,241,985	\$3,775,159,113

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
4288	Federal Highway Administration Highway Planning & Construction (CFDA 20.205)	\$1,514,696,029
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

House Budget and Research Office (101)

Page 142 of 162

Thursday, March 10, 2022

FY2023

HB 911

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

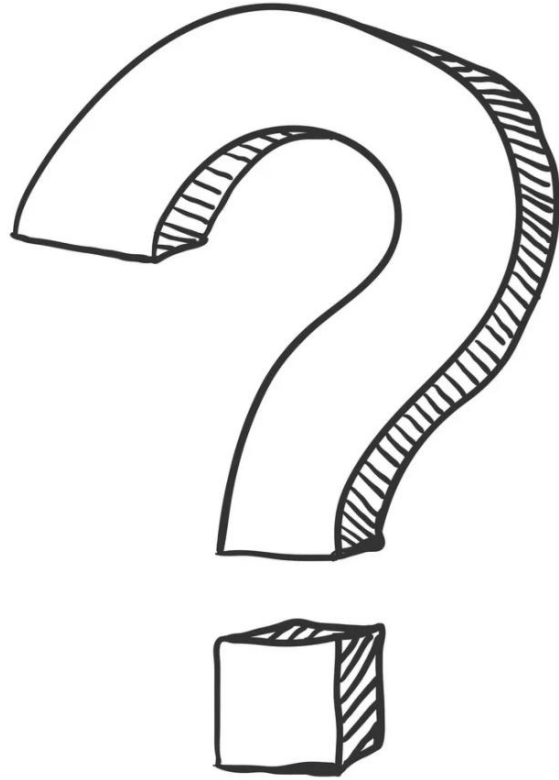


Federal Update

Full Federal FY22 Appropriations (Omnibus) Signed into Law



Questions...





STATE TRANSPORTATION BOARD

Finance Committee

March 16, 2022



AFY 2022 Budget Update

Angela Whitworth

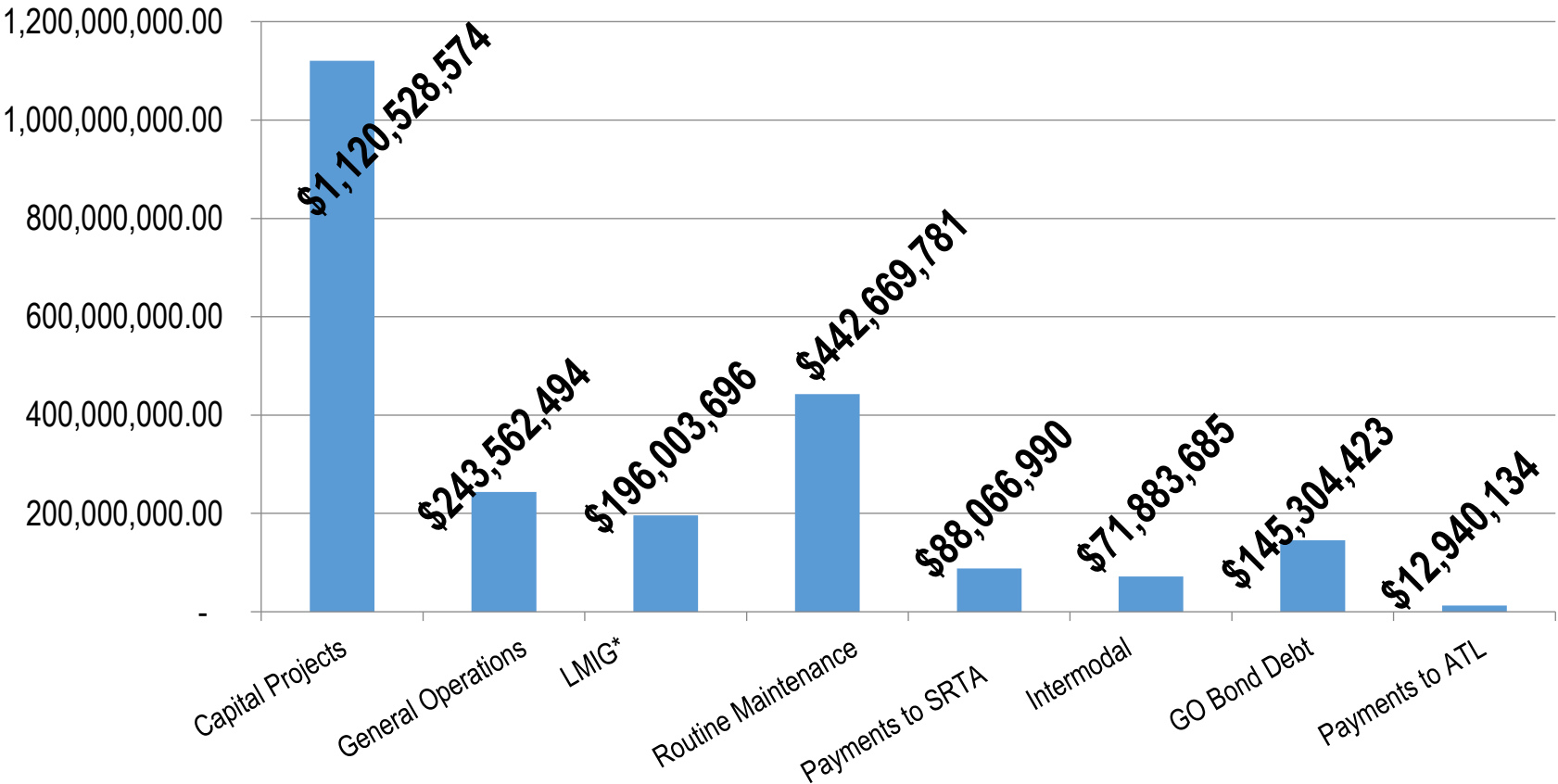
Treasurer

March 16, 2022

FY 2022 Amended Revenue Comparison

	FY 22 Base	Change	AFY 22
Excise:	\$1,960,036,957	\$0	\$1,960,036,957
Fees:	\$130,000,000	\$56,040,355	\$186,040,355
Ride-Share			
Fees:	\$7,638,448	\$9,889,152	\$17,527,600
State General			
Funds/Prior Year			
Funds:	\$2,125,000	\$155,575,476	\$157,700,476
GRTA:	(\$330,465)	(\$15,146)	(\$345,611)
<hr/>			
Total:	\$2,099,469,940	\$221,489,837	\$2,320,959,777

AFY 2022 Budget - Conference



* LMIG is 10% excise

FY 2022 Amended Budget - Conference

Program	Fund Source	FY 22 BASE	Change	AFY 22 Request
GO Bond Debt	Motor Fuel	\$125,814,917	(\$74,598,461)	\$51,216,456
	Fees	\$19,489,506	\$74,598,461	\$94,087,967
GO Bond Debt Total		\$145,304,423	\$-	\$145,304,423
Capital Construction	Motor Fuel	\$897,079,413	\$52,266,128	\$949,345,541
Capital Maintenance	Motor Fuel	\$60,200,000	\$-	\$60,200,000
IIJA Match	State General Funds	\$-	\$83,232,145	\$83,232,145
IIJA Match	Prior Year	\$-	\$23,404,427	\$23,404,427
IIJA Match Total		\$-	\$106,636,572	\$106,636,572
Program Delivery	Motor Fuel	\$105,002,720	\$6,135,434	\$111,138,154
Data Collections	Motor Fuel	\$2,831,687	\$58,267	\$2,889,954
Departmental Admin	Motor Fuel	\$72,293,125	\$2,740,658	\$75,033,783
LMIG	Motor Fuel	\$196,003,696	\$-	\$196,003,696
Local Roads	Motor Fuel	\$4,346,461	\$-	\$4,346,461
Planning	Motor Fuel	\$2,857,098	\$50,920	\$2,908,018

FY 2022 Amended Budget - Conference

Program	Fund Source	FY 22 BASE	Change	AFY 22 Request
Routine Maintenance	Motor Fuel	\$430,892,701	\$11,777,080	\$442,669,781
Traffic Management	Motor Fuel	\$50,022,611	\$1,569,974	\$51,592,585

Program	Fund Source	FY 22 BASE	Change	AFY 22 Request
Intermodal	Fees	\$21,981,122	(\$18,688,941)	\$3,292,181
	State General Funds	\$2,125,000	\$48,938,904	\$51,063,904
	Rideshare	\$7,638,448	\$9,889,152	\$17,527,600
Intermodal Total		\$31,744,570	\$40,139,115	\$71,883,685

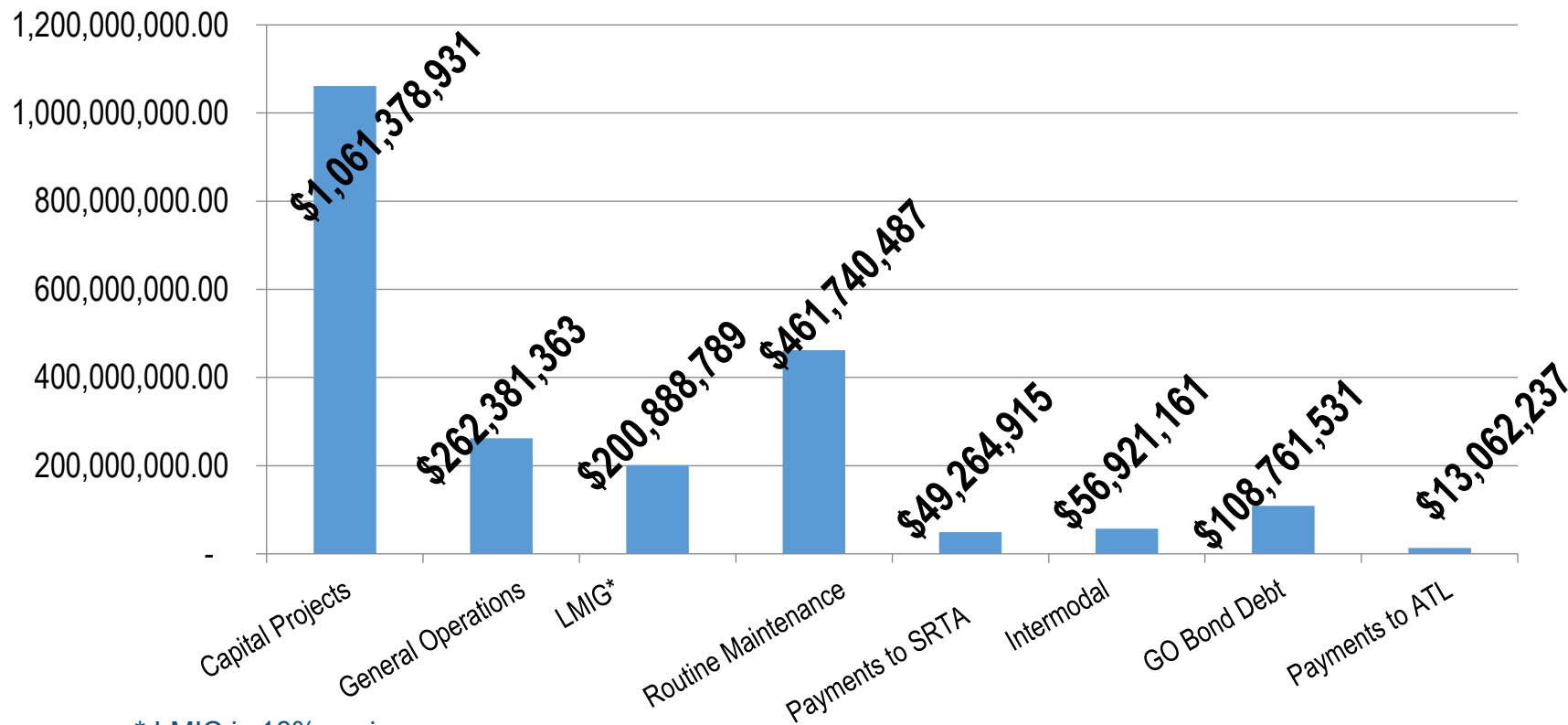
FY 2022 Amended Budget – Attached Agencies (House Version)

Program	Fund Source	FY 22 BASE	Change	AFY 22 Request
Payments to SRTA	Motor Fuel	\$12,692,528	\$-	\$12,692,528
	Fees	\$75,374,462	\$-	\$75,374,462
Payments to SRTA Total		\$88,066,990	\$-	\$88,066,990
Payments to ATL	Fees	\$12,824,445	\$115,689	\$12,940,134

FY 2023 Revenue Comparison

FY 22 Base		Change	FY 23	AFY 22
Excise: \$1,960,036,957		\$48,850,924	\$2,008,887,881	\$1,960,036,957
Transportation Trust Fund				
Fees: \$130,000,000		\$20,977,349	\$150,977,349	\$186,040,355
Transit Trust Fund (Ride-Share)				
Fees: \$7,638,448		\$8,289,152	\$15,927,600	\$17,527,600
State General				
Funds: \$2,125,000		\$36,833,063	\$38,958,063	\$157,700,476
GRTA: (\$330,465)		(\$21,014)	(\$351,479)	(\$345,611)
<hr/>				
Total: \$2,099,469,940		\$114,929,474	\$2,214,399,414	\$2,320,959.777

FY 2023 Budget (House Version)



* LMIG is 10% excise

FY 2023 Budget (House Version)

Program (Motor Fuel)	Fund Source	FY 22 BASE	Change	FY 23 House
GO Bond Debt	Motor Fuel	\$125,814,917	(\$103,316,606)	\$22,498,311
	Transportation Trust Fund Fees	\$19,489,506	\$66,773,714	\$86,263,220
	Total	\$145,304,423	(\$36,542,892)	\$108,761,531
Capital Construction	Motor Fuel	\$897,079,413	\$14,364,890	\$911,444,303
Capital Maintenance	Motor Fuel	\$60,200,000	\$85,388,167	\$145,588,167
Program Delivery	Motor Fuel	\$105,002,720	\$17,997,579	\$123,000,299
Data Collections	Motor Fuel	\$2,831,687	\$229,787	\$3,061,474

FY 2023 Budget (House Version)

Program (Motor Fuel)	Fund Source	FY 22 BASE	Change	FY 23 House
Departmental Admin	Motor Fuel	\$72,293,125	\$6,158,562	\$78,451,687
LMIG	Motor Fuel	\$196,003,696	\$4,885,093	\$200,888,789
Local Roads	Motor Fuel	\$4,346,461	\$-	\$4,346,461
Planning	Motor Fuel	\$2,857,098	(\$210,472)	\$2,646,626
Routine Maintenance	Motor Fuel	\$430,892,701	\$30,847,786	\$461,740,487
Traffic Management	Motor Fuel	\$50,022,611	\$5,198,666	\$55,221,277

FY 2023 Budget (House Version) - Intermodal

Intermodal	Fund Source	FY 22 BASE	Change	FY 23 House
Intermodal	Transportation Trust Fund Fees	\$21,981,122	(\$21,981,122)	\$-
	State General Funds	\$2,125,000	(\$2,125,000)	\$-
	Transit Trust Fund	\$7,638,448	(\$7,638,448)	\$-
	Total	\$31,744,570	(\$31,744,570)	\$-
Airport Aid	State General Funds	\$-	\$26,359,425	\$26,359,425
Ports & Waterways	State General Funds	\$-	\$1,379,737	\$1,379,737
Rail	State General Funds	\$-	\$11,218,901	\$11,218,901
Transit	Transportation Trust Fund Fees	\$-	\$2,035,498	\$2,035,498
Transit	Transit Trust Fund	\$-	\$15,927,600	\$15,927,600

FY 2023 Budget (House Version) – Attached Agencies

Program (Motor Fuel)	Fund Source	FY 22 BASE	Change	FY 23 House
Payments to SRTA	Motor Fuel	\$12,692,528	(\$12,692,528)	\$0
	Transportation Trust Fund Fees	\$75,374,462	(\$26,109,547)	\$49,264,915
Payments to SRTA Total		\$88,066,990	(\$38,802,075)	\$49,264,915
Payments to ATL	Transportation Trust Fund Fees	\$12,824,445	\$237,792	\$13,062,237

FY 2023 General Obligation Bonds

Short line Rail:

\$2.96M Upgrade Short-lines to Class II Standard

**THANK
YOU**



STATE TRANSPORTATION BOARD

Committee of the Whole

March 16, 2022



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

	# Bridges	# Posted	# Closed
State Owned	6,819	40	6
Not State Owned	7,975	1,378	43
Total	14,794	1,418	49

Georgia Bridges Inventory Growth

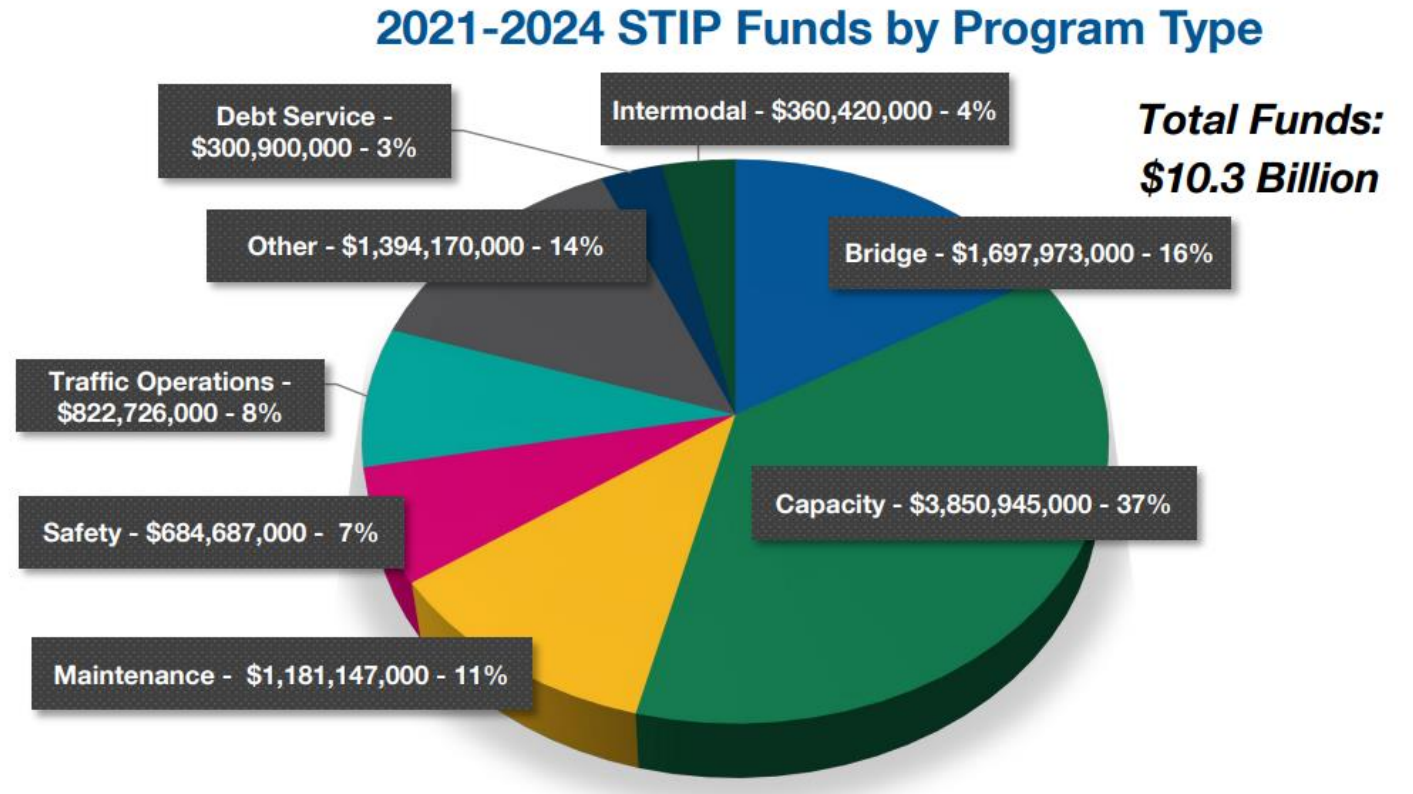
	# Bridges	Growth
2017	14,668	-
2018	14,689	21
2019	14,725	36
2020	14,745	20
2021	14,786	41



Bridge Investment

FY21-24 STIP

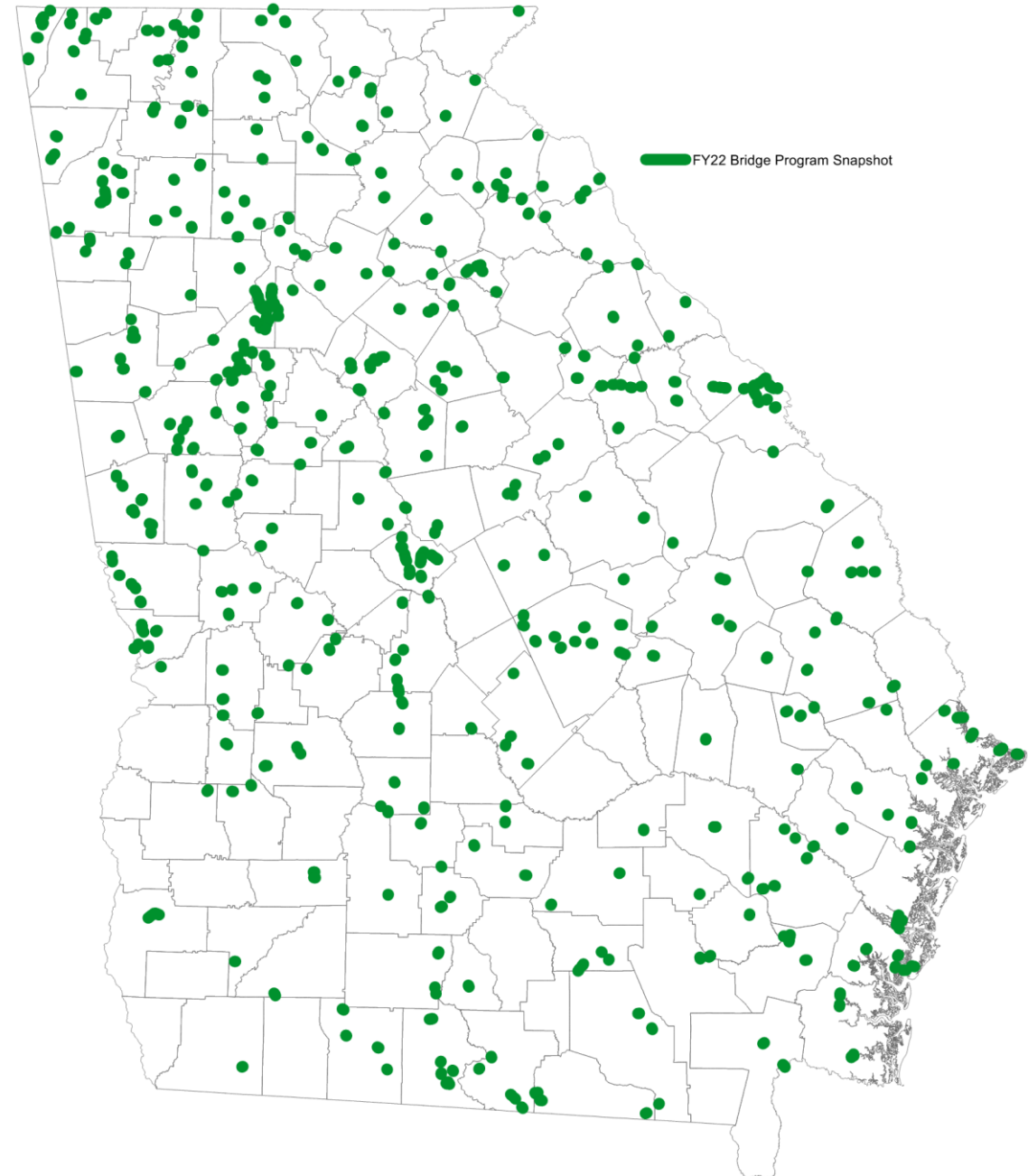
- \$424M/Year
 - Bridge Set-Aside
 - Low Impact Bridge Program
 - Bridge Maintenance Lump Sum
 - Bridge Bonds



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

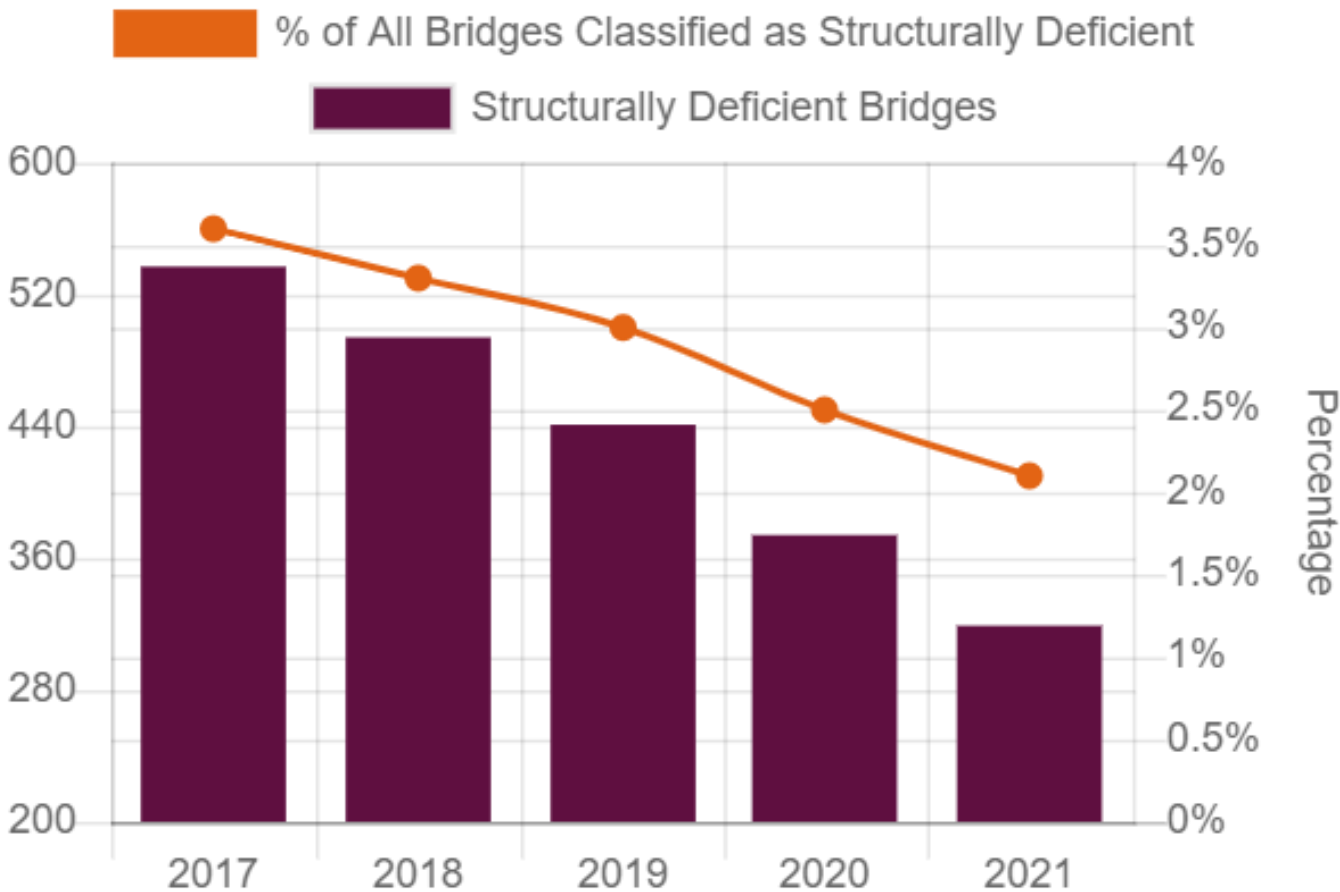
Bridge Condition	FHWA Submittal Year				
	2021	2020	2019	2018	2017
GOOD					
On-System (State Owned)	77%	65%	50%	45%	47%
Off-System (Local Gov't Owned)	77%	68%	52%	48%	48%
FAIR					
On-system	22%	34%	49%	54%	51%
Off-system	21%	30%	44%	48%	47%
POOR					
On-system	1%	1%	1%	1%	2%
Off-system	2%	2%	4%	4%	5%

*2021 GDOT Accountability & Investment Report

Georgia Bridge Inventory – Poor Bridges

ARTBA 2021 Report (based on 2021 FHWA NBI Records)

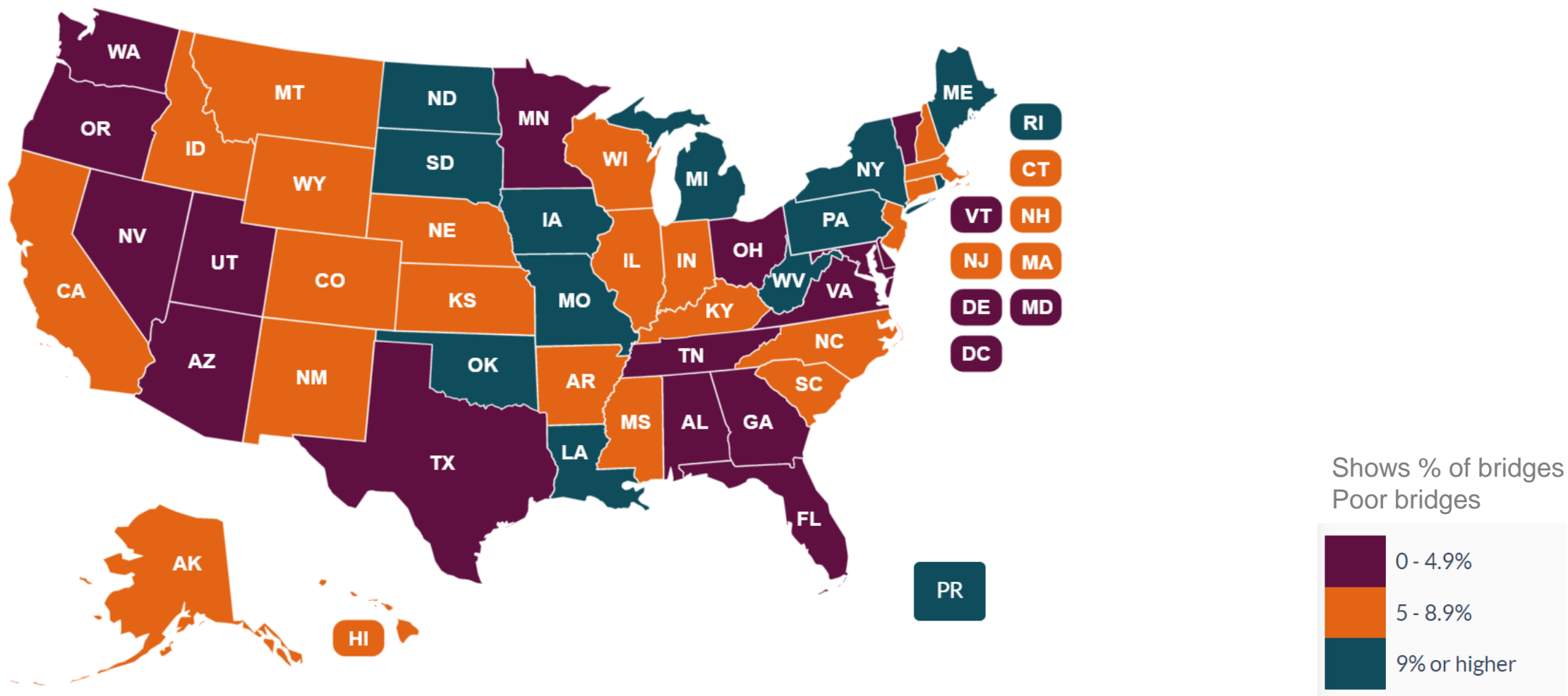
Number of Structurally Deficient Bridges



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

Georgia Bridge Inventory

ARTBA 2021 Report (based on 2021 FHWA NBI Records)



New Bridge Formula Program

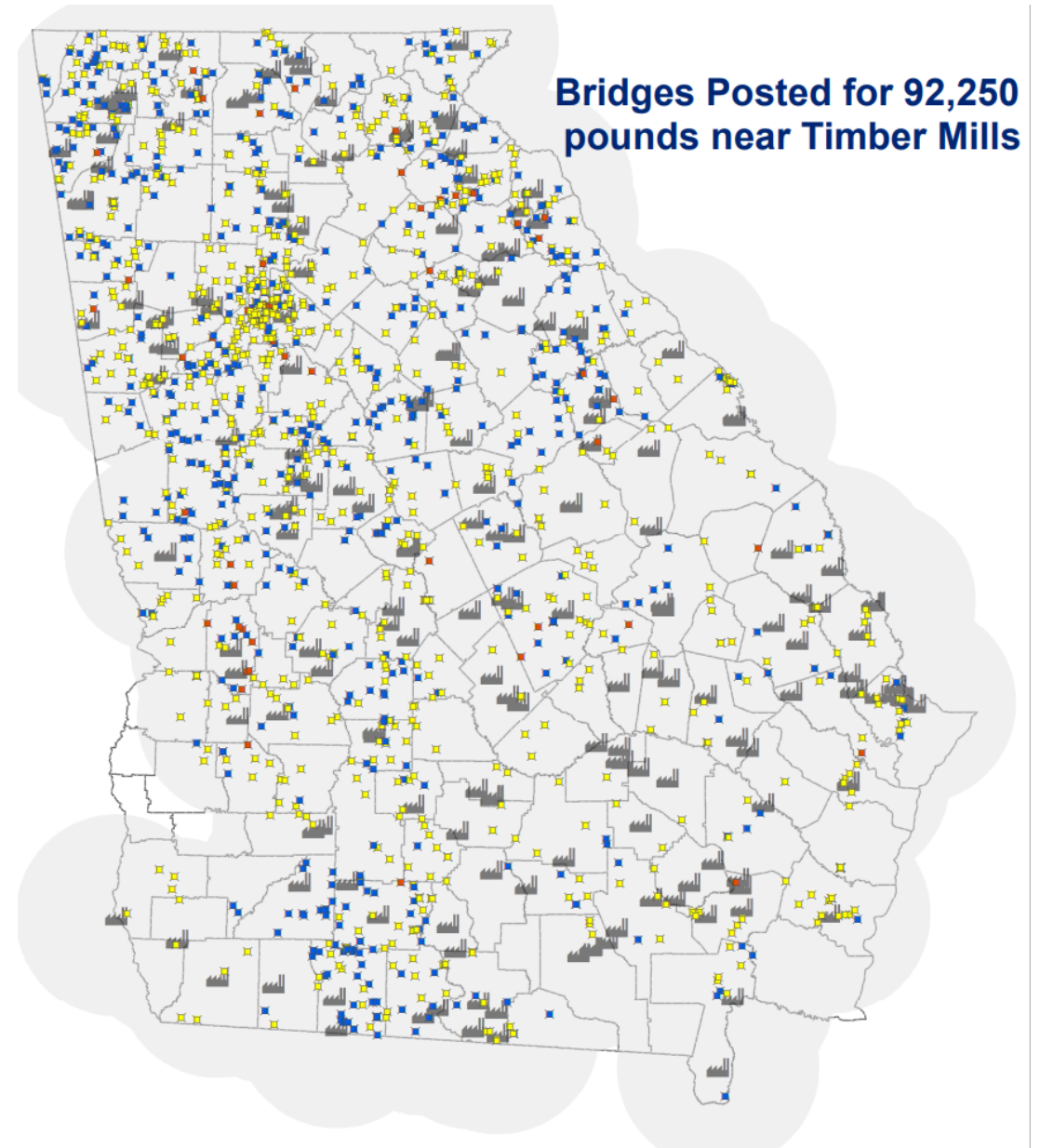
Bipartisan Infrastructure Law (BIL)

- 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.



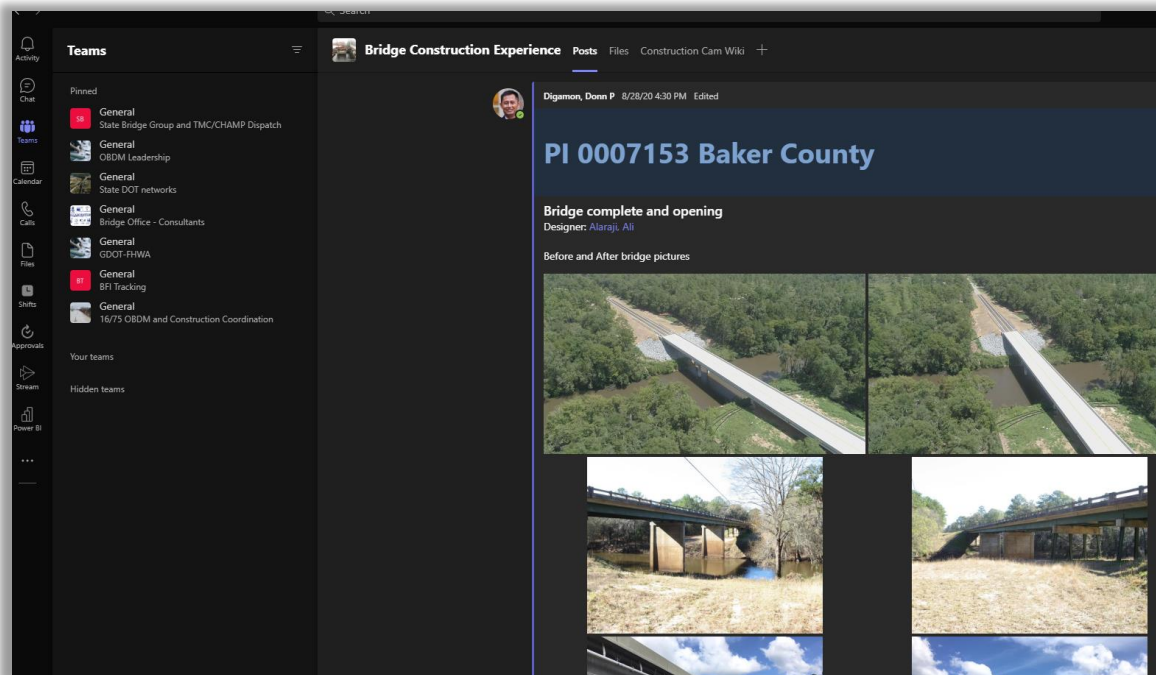
Bridge Maintenance

Rehabilitation and Preservation

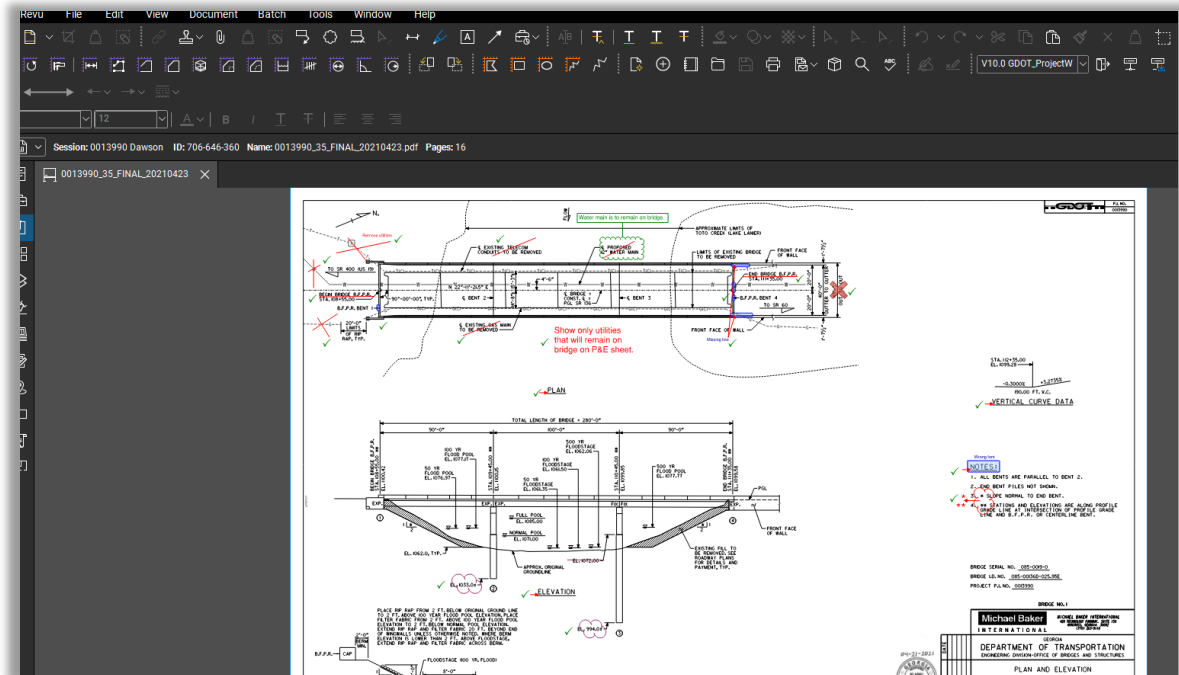


A Culture of Innovation

Bridge Design



Teams



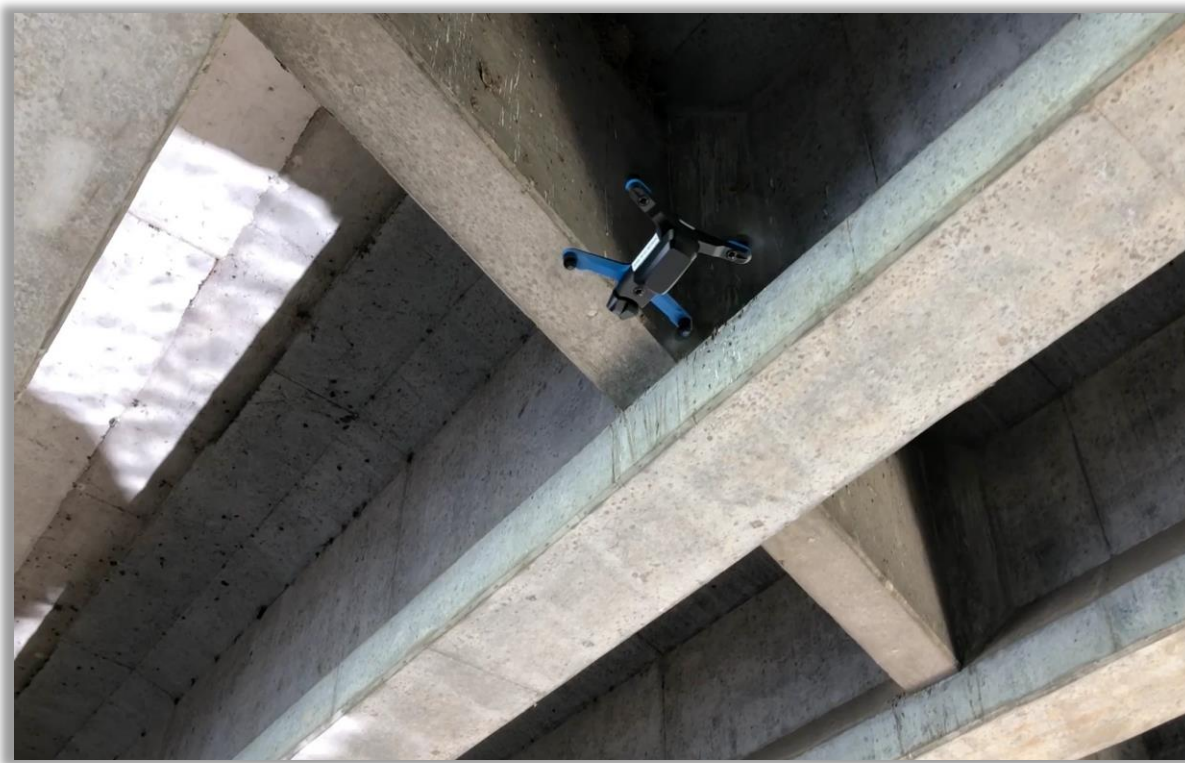
Bluebeam

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?





STATE TRANSPORTATION BOARD

State Transportation Planning / Strategic Planning Committee

March 16, 2022



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

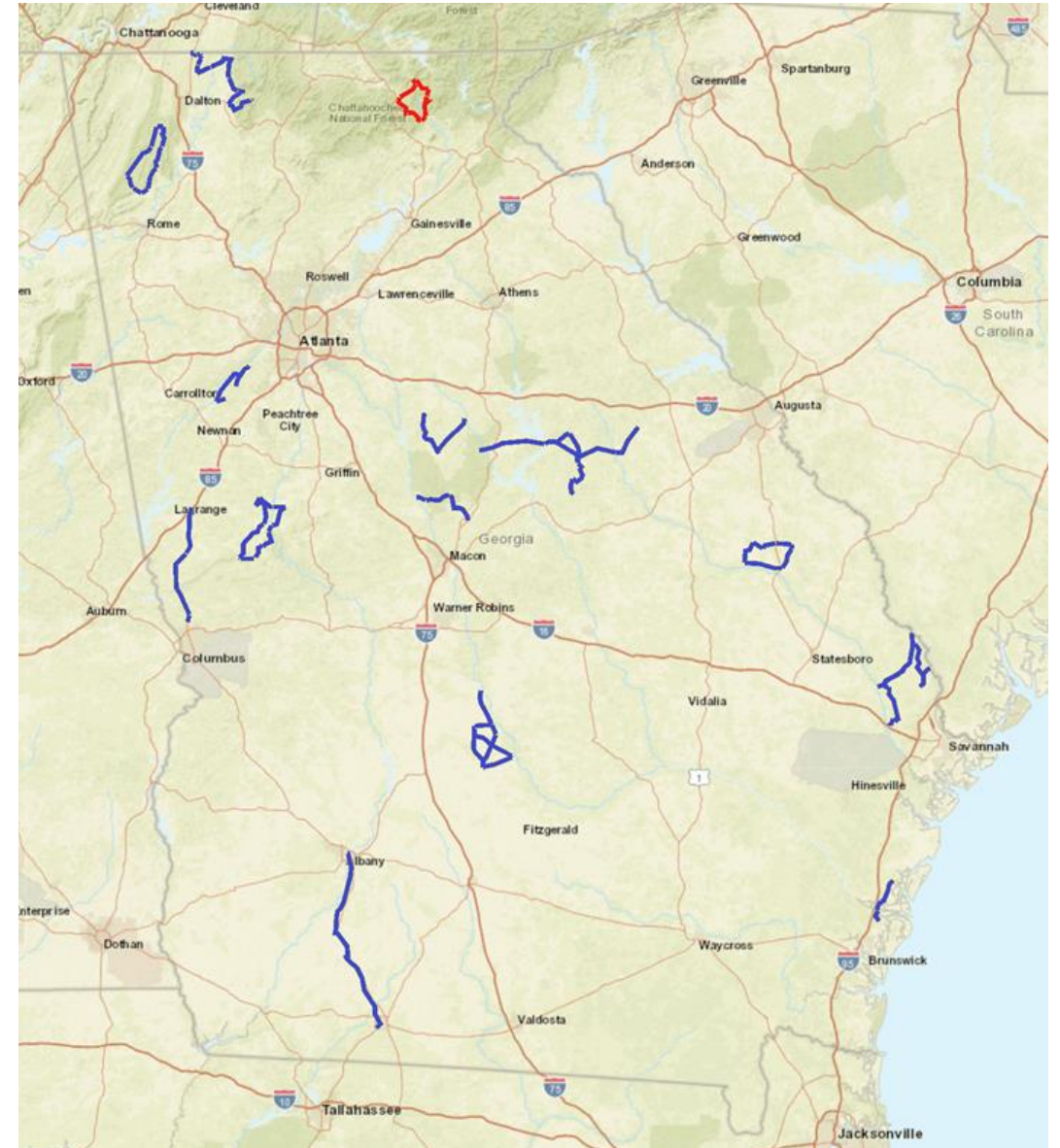
Georgia's Scenic Byways Program

- 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



*Tybee Island Lighthouse
Chatham County*

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

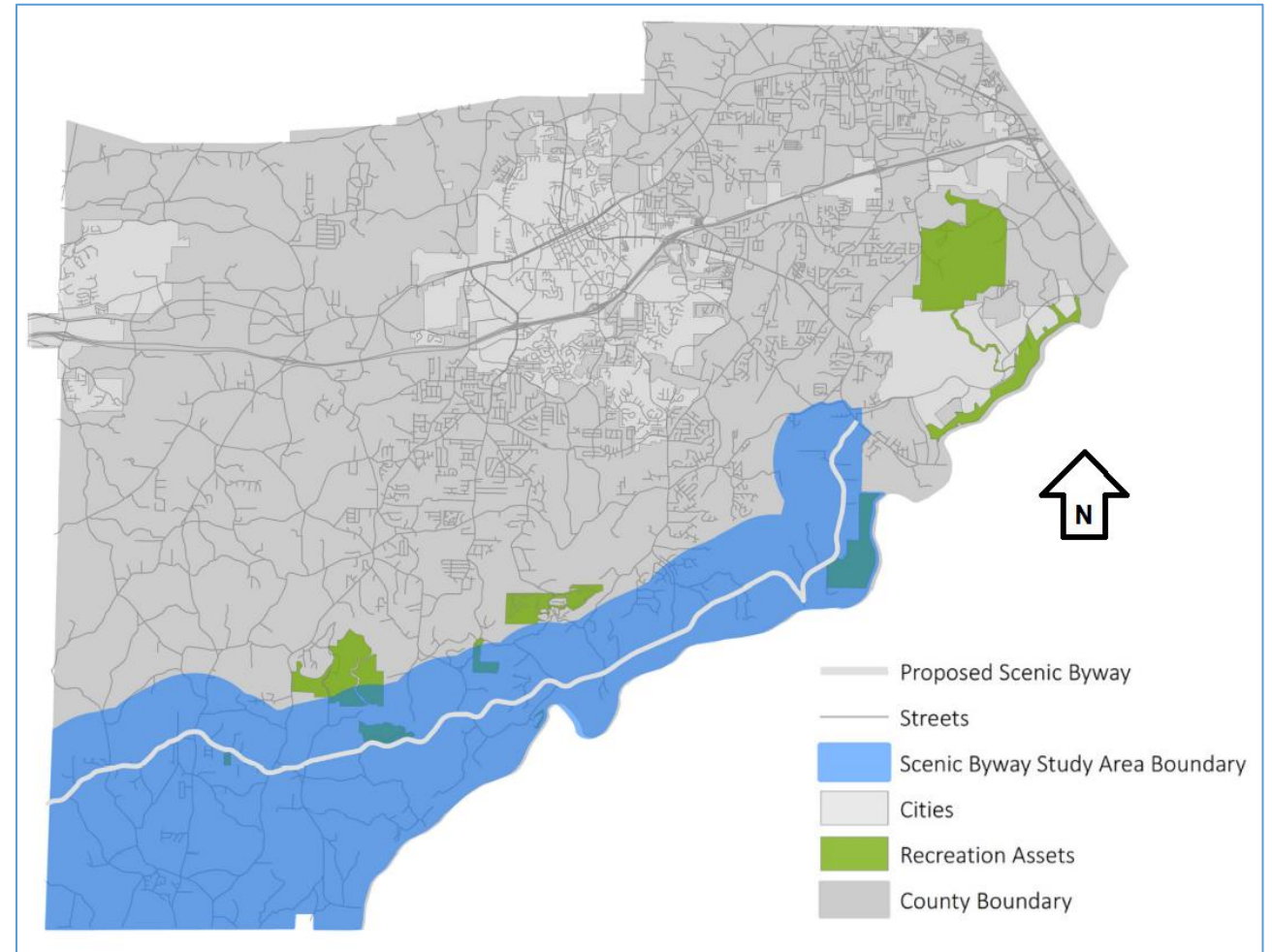
- Located in the 1st Congressional District.
- Sponsored by the Tybee Road Byway Steering Committee.
- Will serve as a scenic connector between Savannah and Tybee Island in Chatham County.
- 11-mile segment of the U.S. 80 corridor from the Turner Creek Bridge (east of Bryan Woods Road) to the terminus 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.

The Route:



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

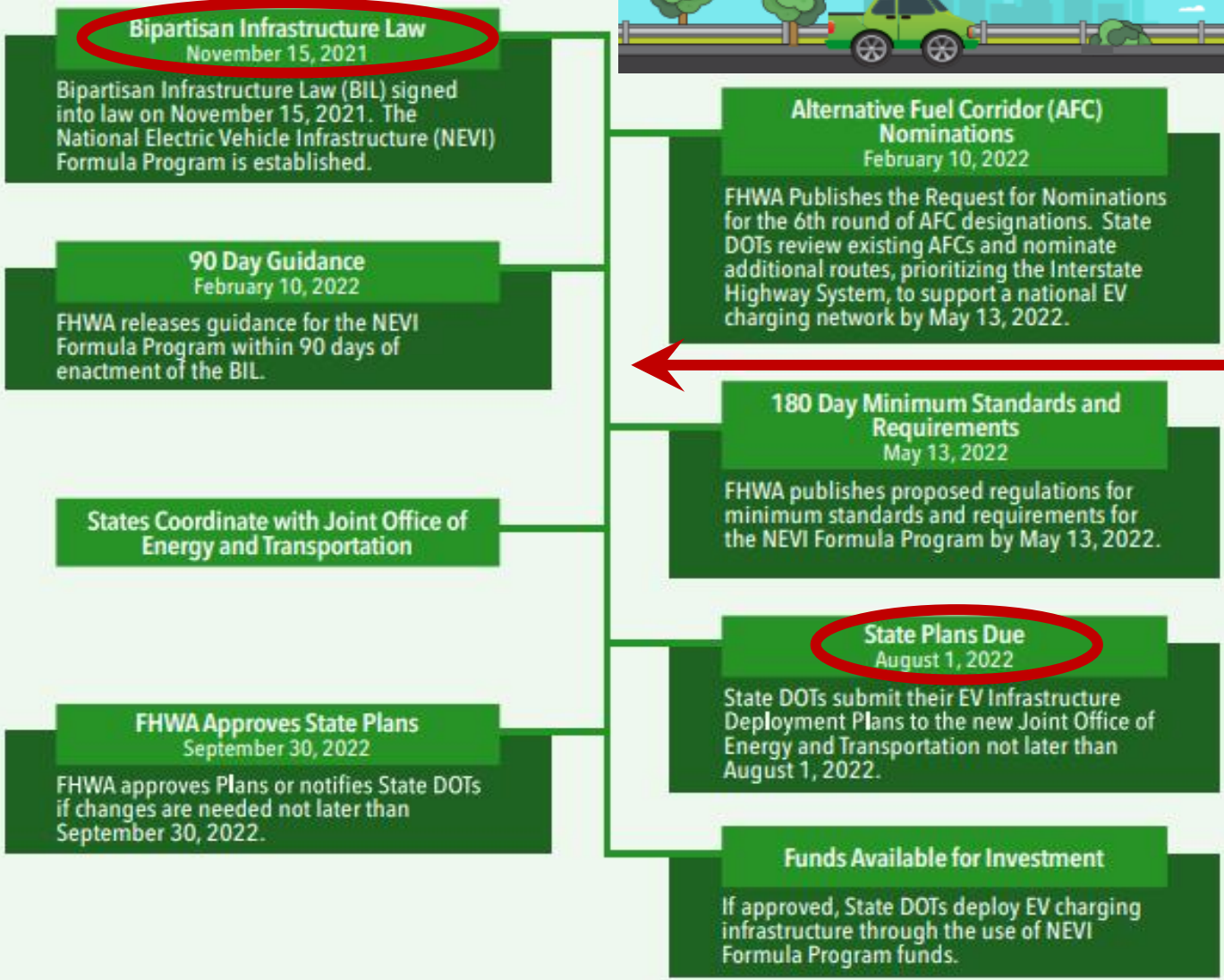


#1 IN EV

Auto registrations in the Southeast US

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.



We are here

<https://driveelectric.gov/>

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 Discretionary 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

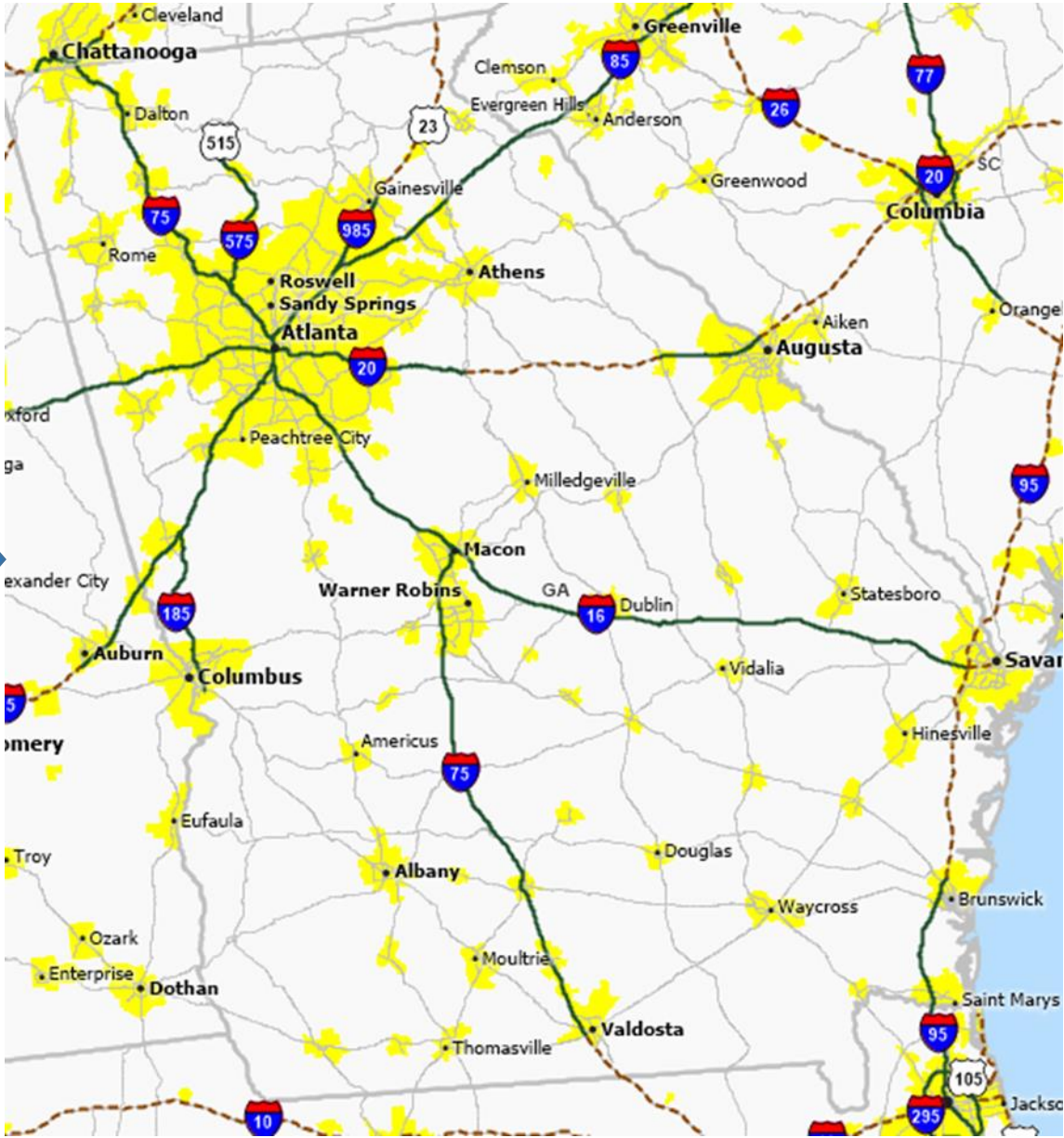
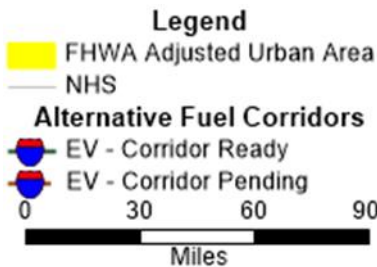
- Corridors
 - Communities
- for EV charging plus infrastructure for hydrogen, propane, and natural gas fueling*

Building Out Georgia's EV "Alternative Fuel Corridors"

Federal Fiscal Year	Formula Allocation to GDOT (\$ millions)
2022	\$ 20.0
2023	\$ 24.3
2024	\$ 24.3
2025	\$ 24.3
2026	\$ 24.3

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 not 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 13, 2022.

180 Day Minimum Standards and Requirements May 13, 2022

FHWA publishes proposed regulations for minimum standards and requirements for the NEVI Formula Program by May 13, 2022.

State Plans Due August 1, 2022

State DOTs submit their EV Infrastructure Deployment Plans to the new Joint Office of Energy and Transportation not 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!**



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STATE TRANSPORTATION BOARD

COMMITTEE MEETINGS

March 16, 2022