

# Georgia Electric Vehicle Infrastructure Deployment Plan

SEPTEMBER 2024



**Georgia Department of Transportation**  
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Atlanta, GA 30308



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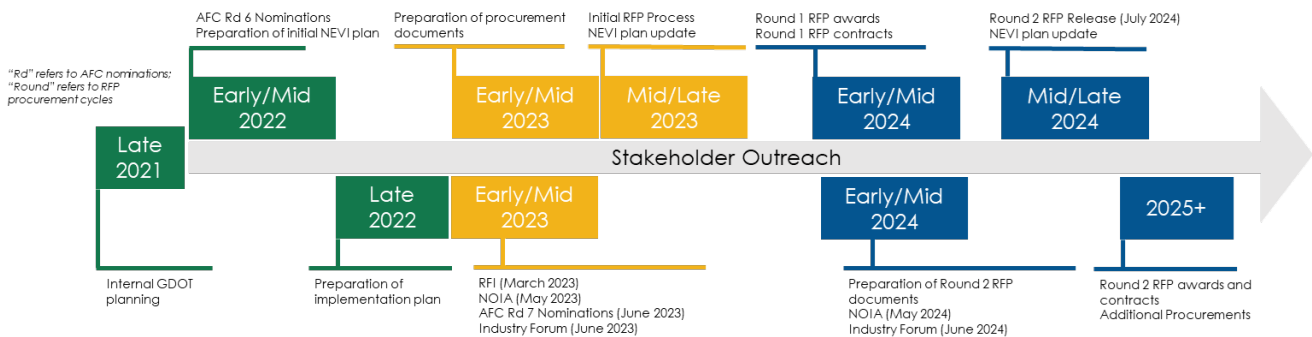
# 1 INTRODUCTION

This Electric Vehicle Infrastructure Deployment Plan (NEVI Plan) sets forth the State of Georgia's approach to utilizing its allocation of \$135 million in formula funding from the National Electric Vehicle Infrastructure (NEVI) Program in conformance with the guidance published by the Joint Office of Energy and Transportation on February 10, 2022, revised on June 2, 2023, and updated on June 11, 2024, as well as the final rules published in the Federal Register on March 30, 2023. This updated plan outlines the work Georgia has completed to invest the FY 2022-24 funding and the strategic approach that the state will take to invest the following two fiscal years of NEVI funding.

The Georgia Department of Transportation (GDOT) developed this plan with input from the Georgia Department of Economic Development (GDEcD), the Georgia Emergency Management Agency (GEMA), the Georgia Environmental Finance Authority (GEFA), the Governor's Office of Highway Safety (GOHS), the Department of Administrative Services (DOAS), the Department of Natural Resources (DNR), the Georgia Division of the Federal Highway Administration (FHWA), several regional planning councils, Metropolitan Planning Organizations (MPOs), electric utilities, community-based advocacy groups, electric vehicle charging station providers, potential site hosts, and others. More information on state agency engagement and stakeholder outreach is provided in **Chapters 2 and 3**.

## 1.1 GEORGIA NEVI PROGRAM TIMELINE

This plan covers the entire State of Georgia. Initial planning began immediately upon the passage of the Bipartisan Infrastructure Law (BIL) in November 2021 (**Figure 1**). A Statement of Need was issued by GDOT on February 8, 2022, to develop a comprehensive strategy for Electric Vehicles (EVs) in Georgia. GDOT used the FHWA's subsequent February 10, 2022, NEVI guidance to focus the initial work on NEVI requirements for Alternative Fuel Corridors (AFCs).



**Figure 1: Timeline of State Plan for EV Infrastructure Deployment Development and Adoption**

In April 2022, GDOT developed a refined project timeline and workplan along with a stakeholder outreach plan, survey of state and non-state grant funding opportunities and eligibility, and an approach to equity and Justice40 requirements. In addition, GDOT prepared



a summary of transportation electrification programs and key lessons learned by Departments of Transportation and energy offices in neighboring states to inform the planning process.

In May 2022, GDOT submitted US 82 (between Albany and Brunswick) and US 441 (between Dublin and Cornelia) as EV AFCs in FHWA's Round 6 nomination to begin to improve EV charging access in rural areas of the state. As part of its AFC evaluation process, GDOT conducted a location and corridor analysis to identify gaps in the network and to determine the feasibility of designating additional AFCs that meet several key criteria including adequate traffic, market demand, alignment with emergency evacuation routes, and connectivity to key tourism destinations, among others. These two additions to Georgia's AFCs were approved by FHWA in July 2022.

GDOT submitted and received approval for the designation of three additional AFCs in 2023's Round 7 for – US 27 from the Tennessee border to the Florida border (excepting the sections that are not in the National Highway System), US 76/SR 515 from Clayton to Dalton, and SR 515 from Towns County to the North Carolina border.

Stakeholder outreach was conducted to electric vehicle supply equipment (EVSE) providers, electric utilities, and planning partners including MPOs, private-business partners, border states, equity community organizations and the public. Their insights were instrumental in developing recommendations for Round 6 and Round 7 AFC nominations, creating and updating this document, and providing the basis for a Market Assessment Report that informed the initial design of GDOT's EV charging station program, as well as the development of GDOT's first procurement.

GDOT issued a Request For Information (RFI) in March 2023, seeking feedback from major industry and other stakeholders on its proposed approach to implement NEVI-funded EV charging stations.

GDOT's first procurement for NEVI-funded EV charging stations included the issuance of a notice of intent to advertise (NOIA) a procurement in May 2023, an industry forum in June 2023 and an Request for Proposals (RFP) issued on July 25, 2023. The RFP solicited proposals for the first five locations across the state near Tifton, Byron, Dublin, Metter, and Brunswick.

GDOT engaged with potential proposers in one-on-one meetings and responded to proposers' questions according to predetermined procurement rules in October and November 2023. Proposals were received on November 27, 2023, from a variety of industry participants and evaluated over the ensuing months. On February 15, 2024, GDOT announced the selection of the developers to complete the work, final design, and construction of the Round 1 locations. As of August 2024, GDOT has executed contracts with EnviroSpark Networks, Inc., Francis Energy Charging, LLC, Silver Comet Energy, Inc. and Love's Travel Stops & Country Stores, Inc.

On May 1, 2024, GDOT issued a NOIA and held an industry forum for potential proposers on Round 2 procurement for an additional 33 locations. In June 2024, GDOT held industry one-on-one meetings with interested parties and on July 1, 2024, GDOT issued the Round 2 RFP with the intention to select developers to fully build-out the state AFCs.

Looking forward, GDOT will continue to fulfill its obligation, under federal law, to act as a niche investor in the buildout of a national infrastructure network to enable EV charging where there is clear consumer demand but limited private sector interest to invest without the availability of a public subsidy. GDOT’s primary focus for approximately the first three years of NEVI funding is to build out its approved AFCs to NEVI standards. Each site will have four 150 kW DC fast chargers spaced not greater than 50 miles apart and within one mile of the corridor (subject to any approved exceptions). Over the life of the NEVI program, GDOT will continue to identify additional investments that align with its niche investor role, looking to fill gaps in areas around the state to meet expected EV utilization.

## 1.2 UPDATES FROM PRIOR PLAN

The following sections have been updated from the NEVI Plan submitted in August 2023 (approved in October 2023) and adapted to incorporate FHWA guidance issued in June 2024.

**Table 1: Georgia Electric Vehicle Infrastructure Deployment Plan Updates for 2024**

Section	Update Descriptions
1	Updated to include latest Georgia NEVI program timeline updates
1.1	Updated summary table of changes since prior plan
3	General updates
3.2-3.5	Updated to reflect additional stakeholder engagement efforts
5	Updated to reflect GDOT Round 1 and Round 2 progress
5.3	Added Justice40 and equity scoring methods per latest FHWA guidance
7.2	Updated to reflect evolving market landscape
7.3.4	Added to reflect existing stations characteristics per latest FHWA guidance
8.3	Added to include detailed anticipated stations needed per latest FHWA guidance
8.4-8.6	Updated to reflect Round 1 procurement and AFCs build out
8.7	Added to discuss plans for further EV infrastructure deployments per latest FHWA guidance
10.1-10.2	Added to discuss DAC identification, outreach and benefits measurement per latest FHWA guidance
11	Added to clarify compliance with the Department of Labor’s 23 CFR 680.106(j) per latest FHWA guidance
12	Updated to reflect the latest project agreement requirements
14	Included a request for discretionary exception
Appendix A	Updated to include community engagement in the past year and added plans for future engagements per latest FHWA guidance

## 2 STATE AGENCY COORDINATION

Georgia’s NEVI Plan has benefited from active support and engagement throughout GDOT and from multiple stakeholders, including several state agencies. This chapter captures the input of the various entities, details the engagement activities to date, and summarizes these

partners' roles, interests, responsibilities, and impacts on the NEVI planning and deployment processes. Through outreach and engagement, the GDOT NEVI team worked to:

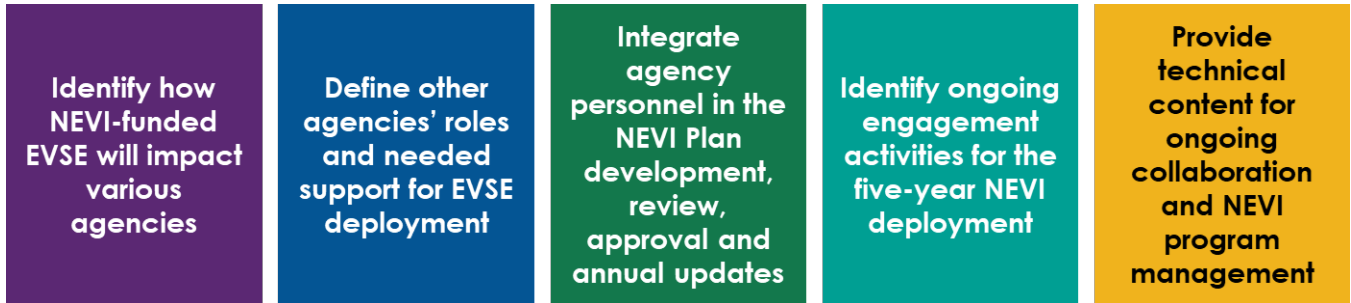


Figure 2: Goals of State Agency Outreach and Engagement

## 2.1 INTERNAL GDOT COORDINATION

GDOT's Office of Planning is responsible for preparing the NEVI Plan and soliciting the feedback necessary to reflect a variety of perspectives. The offices and divisions listed in **Table 2** have been engaged in plan development. See **Table 5** for more detail on the phased approach to outreach.

Table 2: Summary of Internal GDOT Office/Division Coordination

Engagement Phase	Office/Division	Input and Impacts
Phase 1: April – August 2022	Transportation Data	Data inputs into planning
	Environmental Services	NEPA and Permitting processes
	Program Delivery	Implementation
	Alternative Delivery	P3 Implementation
	Permits and Operations	Implementation, Operation, and Management
	Legal Services	Set up Special Assistant to Attorney General (SAAG) for contracting
	Equal Employment Opportunity (EEO)	Equity and civil rights
Phase 2: June – September 2022	Intermodal	Airport, rail, transit, waterways
	Procurement	Contracting
	Strategic Communications	General public engagement, engagement with disadvantaged communities
	Information Technology	Measurement tools
	Permits and Operations/Office of Traffic Operations	Implementation, operation, and management
Phase 3: October 2022 – Ongoing	Field Services (Districts 1-7)	Understanding of local needs and impacts; coordination across projects; local oversight
	Equipment Management	State vehicles
	Permits and Operations/Office of Traffic Operations	Implementation, operation, and management

\*Note: phase dates are approximate; some outreach deviated to accommodate stakeholder schedules.



## 2.2 OTHER STATE AND LOCAL ORGANIZATIONS COORDINATION

Transportation electrification and the NEVI program can support many facets of state government. GDOT has coordinated across multiple state agencies to determine roles, responsibilities, and impacts in the deployment and regulation of EVSE funded by the NEVI program. GDOT has coordinated closely with Georgia Environmental Finance Authority (GEFA), the State's energy office, on opportunities that align United States Department of Energy (USDOE) and United States Department of Transportation (USDOT) interests. GDOT is collaborating with the Georgia Department of Administrative Services (DOAS) on activities that can be jointly undertaken for NEVI-funded charging stations to expand EV purchasing by state agencies. Additionally, GDOT's Commissioner participated as a member of the 2022 Joint Study Committee on Electrification of Transportation established by the Georgia Legislature with the purpose of recommending legislative proposals for EV Charging.

**Table 3** summarizes state agency coordination efforts from April 2022 – July 2024:

**Table 3: Summary of Georgia State and Local Organizations Coordination**

State Agency / Local Organization	Roles	Input and Impacts
Georgia Department of Administrative Services Office of Fleet Management	Responsible for policy administration, data collection, auditing, education, oversight, and guidance for decentralized fleet management functions  Approves all vehicle purchases and driver assignments in accordance with OPB Policy 10	Fleet electrification in support of state charging network development goals as budget approval is granted
Georgia Department of Administrative Services State Purchasing Division	Administers fleet procurement and contracting process	Opportunities for EVSE vendor participation in procurement processes for state vehicles and opportunities to utilize US made EVSE
Georgia Department of Agriculture - Fuel and Measures Division	Regulates the methods of sale, signage, measure, and inspection of energy sold as motor fuel	Potential role in setting standard requirements, type of measurement, types of fees, types of signage, and funding for inspectors
Georgia Department of Community Affairs	Oversees comprehensive plans for cities and counties	Coordination between state plans and local/regional plans
Georgia Department of Economic Development	Responsible for economic development projects (including automotive manufacturers and their suppliers) and tourism	Identifying synergies between economic development, tourism goals, and NEVI investments while collaborating to enhance program outcomes (e.g., with charging site hosts, and EV manufacturers) and coordination with any work of the Electric Mobility and Innovation Alliance (EMIA)
Georgia Department of Education (GaDOE)	Governs public primary and secondary education	Coordination on education to promote workforce development and training efforts in K-12 schools

State Agency / Local Organization	Roles	Input and Impacts
Georgia Department of Natural Resources - Environmental Protection Division	Issues and enforces state and Federal environmental permits	Considering which permits will be required for EVSE, and any guidance for streamlining opportunities
Georgia Department of Revenue	Collects motor fuel excise tax	Consideration of net impact of EVs on revenues and options to replace shift from gas taxes
Georgia Environmental Finance Authority	Plays role of state department of energy and manages relationship to USDOE grant programs.	Leveraging DOE grant programs and knowledge in the implementation phase
Georgia Emergency Management Agency	Prepares for, responds to, and recovers from emergencies	Evacuation planning and EVs Leveraged funding for charger deployments
Georgia Ports Authority	Manages Georgia ports	Coordination of potential freight electrification infrastructure investments
Georgia Technology Authority (GTA)	Manages the delivery of state information technology infrastructure	Coordination of cybersecurity policies with EVSE deployment
Governor's Office of Highway Safety	Responsible for safety issues to be considered in program design including traffic safety, physical security, cybersecurity	Considering safety issues beyond emergencies
Joint Study Committee on Electrification of Transportation (legislative branch committee)	Considers legislative proposals for EV charging.	Coordination of NEVI implementation with the development of the comprehensive strategic plan
Parks, Recreation, and Historic Sites Division (Department of Natural Resource)	Manages state parks, some of which have destination EV charging	Identifying overlap between routes to popular state parks and AFCs
Public Service Commission	Provides utility coordination, direction, and regulation	Policies re: utility role in the marketplace, rate design, utility "make-ready," rebates and incentives, retail resale of electricity, different ownership, and operational models
State Road and Tollway Authority	Operates tolled transportation facilities, finances transportation improvements, and manages Atlanta regional commuter bus	Considerations of expanding EV bus fleets including charging availability
Technical College System of Georgia (TCSG)	Provides training for installation, maintenance, and repair of EV charging stations	Develop curricula focused on EV and EVSE installation, inspection, maintenance, and repair

State Agency / Local Organization	Roles	Input and Impacts
University of Georgia's Network for Electric Mobility	Responsible for convening stakeholders in electric mobility across the state to improve the lives of citizens through research, education and community partnerships	Advance research in electric mobility innovation and establish community partnerships for adoption of electric mobility
University System of Georgia	Governs public higher education institutions	Coordination on workforce development and education including with Georgia's three public Historically Black Colleges and Universities

GDOT has not requested any memoranda of understanding or formed any interagency working groups at this time.

### 3 PUBLIC AND STAKEHOLDER OUTREACH

Raising awareness and gathering valuable input from communities and stakeholders has been, and will be, key to the successful implementation of Georgia's EV Deployment Plan. Public engagement efforts focus on the categories defined by FHWA and shown in **Table 4**.

**Table 4: Stakeholder and Public Outreach**

Outreach*	Audience	Purpose
April – August 2022	State Agencies and Technical Partners	Technical Coordination
June – September 2022	Stakeholder Organizations, Equity Communities	Organizational Feedback
<b>NEVI Plan Due:</b> August 1, 2022	USDOT FHWA	Federal Review
<b>USDOT Approval:</b> September 30, 2022	USDOT FHWA	Federal Approval
October 2022 – Ongoing	General Public	Public Engagement on Plan
August 2024 – 2026	All Stakeholder Groups	Annual Plan Updates

*\*Note: dates are approximate; some outreach may deviate to accommodate stakeholder schedules.*

The purposes of the outreach are to:

**Educate the technical stakeholders regarding federal requirements and the state's strategy**

**Solicit input from technical stakeholders on benefits, impacts and potential challenges**

**Understand opportunities for collaboration and for leveraging other relevant initiatives**

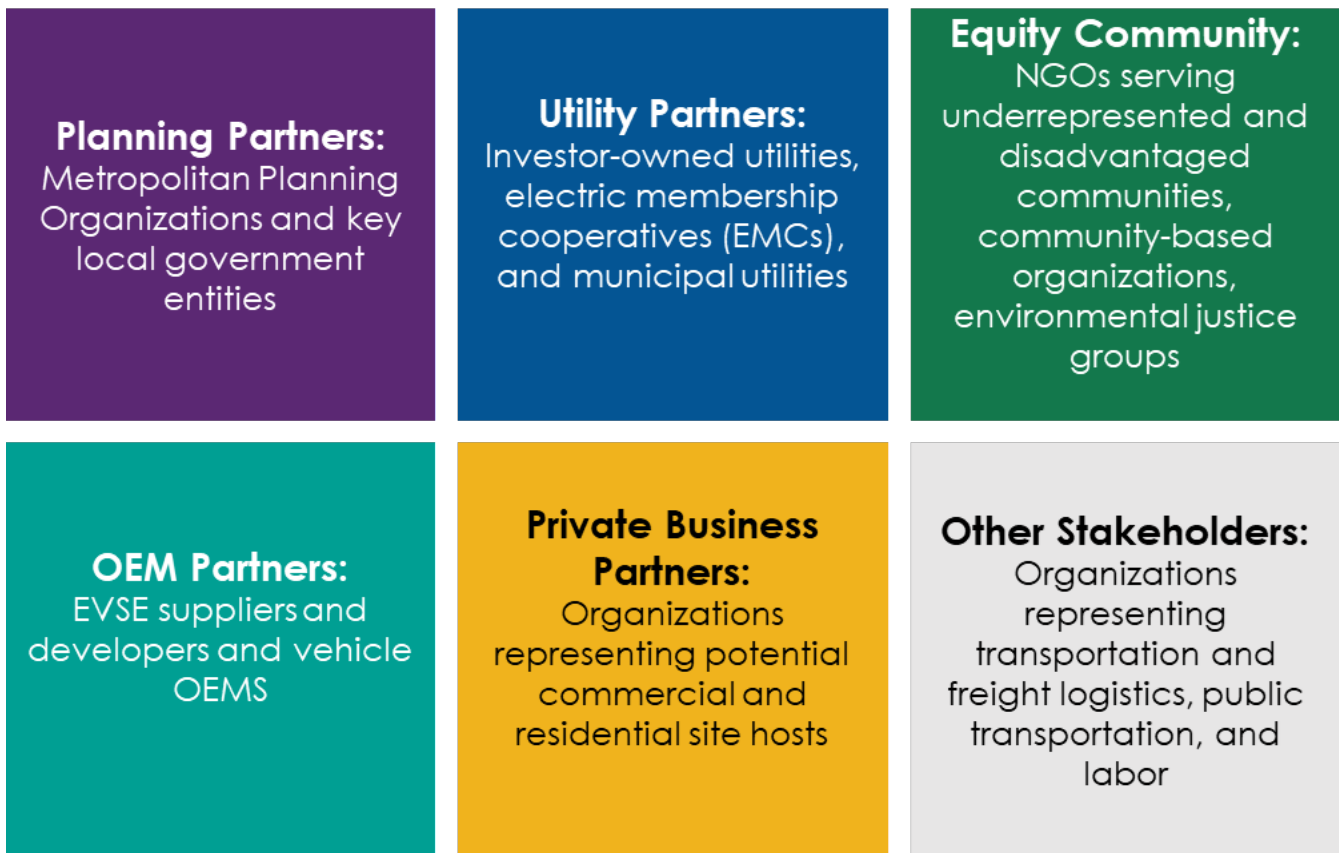
**Gather technical suggestions and data for planning**

Figure 3: Stakeholder Outreach Purposes

### 3.1 STAKEHOLDERS INVOLVED IN PLAN DEVELOPMENT

In July 2021, prior to the passage of the BIL and the formation of the NEVI program, Governor Brian Kemp convened and asked GDEcD to lead the Electric Mobility and Innovation Alliance (EMIA). EMIA is a statewide collaborative effort between government, industry, electric utilities, nonprofits, and other key stakeholders with the goal of growing Georgia's electric mobility ecosystem and strengthening the state's position in electrification-related manufacturing and innovation. GDOT and other state agencies have provided support to this important initiative.

Since the BIL's enactment, GDOT has continued to engage key stakeholders including other state agencies, planning partners, border states, equity community, electric utilities, vehicle manufacturers and their suppliers, private-sector organizations, and other stakeholders. A preliminary list of stakeholder groups is provided and will be continuously updated. A more detailed list will be submitted to FHWA as part of the annual Community Engagement Outcomes Report requirement. Stakeholders and audiences are categorized in **Figure 4**.



**Figure 4: Key NEVI Stakeholder Categories**

Outreach with these entities is designed to determine stakeholder points of view and requirements. In the case of the electric utilities, GDOT has convened working groups to facilitate a broader, cross-stakeholder discussion of NEVI-related topics.

In addition to technical stakeholders, GDOT has met with multiple equity community partners. A major benefit cited by community representatives was the potential for cleaner air associated with EVs. Pollution is a major concern for minority communities given higher rates of asthma for those living near traditional transportation infrastructure. From those conversations, GDOT confirmed that equity community groups want outreach efforts to include them and for presentations to underserved populations to include educational components regarding EV and EVSE. They highlighted that EVSE in disadvantaged communities (DAC) needed similar uptime as EVSE in wealthier communities. They also highlighted the need to encourage disadvantaged business enterprises (DBE) to be part of EV and EVSE deployments and inform them of the opportunities available through Georgia NEVI procurements. Charging stations' affordability and access were also mentioned as key criteria to consider for GDOT.

**Table 5** summarizes the stakeholder meetings that began in November 2021 and continues to grow as GDOT conducts ongoing outreach efforts. The table describes in more detail the types of stakeholders influencing the shape of the plan, their relevance for NEVI planning, and their interests in and impacts to the outcomes of the plan **Table 5**.



Table 5: Stakeholder Outreach

Type	Stakeholders	Relevance for NEVI Planning	Examples of Interests and Impacts
Regional Commissions and Clean Cities	<ul style="list-style-type: none"> <li>• Clean Cities-Georgia</li> <li>• Middle Georgia</li> <li>• Atlanta Region</li> <li>• Northwest Georgia</li> <li>• Georgia Mountains</li> <li>• Three Rivers</li> <li>• River Valley</li> <li>• Southwest Georgia</li> <li>• Southern Georgia</li> <li>• Heart of Georgia</li> <li>• Coastal Georgia</li> <li>• Northeast Georgia</li> <li>• Central Savannah River</li> </ul>	Regional transportation planning, equity planning, stakeholder engagement, and management of regional Federal funding processes	<ul style="list-style-type: none"> <li>• How can GDOT align the NEVI Plan with regional plans and priorities?</li> <li>• Do regional commissions want to participate in equity-based planning and engagement, and public outreach?</li> </ul>
Utilities	<ul style="list-style-type: none"> <li>• Oglethorpe Power</li> <li>• Georgia Power</li> <li>• Georgia Transmission</li> <li>• Electric Cities of Georgia</li> <li>• Electric Membership Cooperatives</li> </ul>	Electric power supply, local customer design, rate/tariffs, demand management, possible EVSE owner/operators	<ul style="list-style-type: none"> <li>• How can utilities help assess grid power availability/site upgrade costs needed for NEVI EVSE?</li> <li>• How can supply chain issues be taken into account?</li> <li>• How can utilities help develop strategies for various approaches to make-ready?</li> <li>• What are rates/tariffs for EVSE?</li> <li>• What is grid/load management for EVSE?</li> <li>• How best can utilities coordinate with other parties to optimize deployment?</li> </ul>

Type	Stakeholders	Relevance for NEVI Planning	Examples of Interests and Impacts
EVSE Vendors and Site Hosts	<ul style="list-style-type: none"> <li>• Blink</li> <li>• CBL Properties ChargePoint</li> <li>• Electrify America</li> <li>• EVgo</li> <li>• Georgia Association of Convenience Stores</li> <li>• RaceTrac</li> <li>• Shell ReCharge</li> <li>• Schneider Electric</li> <li>• Evercharge</li> <li>• National Association of Truck Stop Operators</li> <li>• Marriott</li> </ul>	EVSE hardware, software, networking vendors; maintenance services; EVSE site hosts; EVSE owners and operators, etc.	<ul style="list-style-type: none"> <li>• What are the lessons learned from the VW settlement?</li> <li>• What challenges are unique to Georgia?</li> <li>• What are best practices for procurement?</li> <li>• What is the vendor/site host business model?</li> <li>• What are the O&amp;M models and key performance indicator recommendations?</li> <li>• What are the targeted charger power levels?</li> </ul>
Labor Organizations	<ul style="list-style-type: none"> <li>• International Brotherhood of Electrical Workers</li> <li>• North Georgia Labor Council</li> </ul>	Ensure fair labor practices, safety, equity, prevailing wage, and workforce development/training opportunities	<ul style="list-style-type: none"> <li>• Are there enough certified electricians for EVSE installation and ongoing maintenance at NEVI scale?</li> <li>• Does the state need more or upgraded training centers?</li> <li>• What are best practices in training programs and curriculum?</li> </ul>
Local Governments	<p>MPO Members:</p> <ul style="list-style-type: none"> <li>• City of Atlanta</li> <li>• City of Macon</li> <li>• City of Savannah</li> <li>• City of Columbus</li> <li>• City of Augusta</li> <li>• City of Decatur</li> <li>• DeKalb County</li> </ul>	Coordination with local stakeholders	<ul style="list-style-type: none"> <li>• How can GDOT align the NEVI Plan with local government EVSE plans and priorities?</li> <li>• Do local governments want to participate in equity-based planning and engagement?</li> <li>• Do local governments want to help streamline local zoning, code, permitting, EV Make-Ready requirements?</li> </ul>
Freight and Logistics	<ul style="list-style-type: none"> <li>• Georgia Motor Trucking Association</li> <li>• Freight and logistics companies</li> </ul>	Coordination with concurrent planning exercises including Georgia Freight Plan Update and Coastal Empire Transportation Study among others	<ul style="list-style-type: none"> <li>• When might freight-hauling companies electrify their fleets?</li> <li>• Will freight-hauling companies use public EVSE?</li> <li>• What key design elements should be considered for freight – ingress/egress and power levels? Other?</li> <li>• Are there key freight corridors and intermodal hubs to prioritize?</li> </ul>

Type	Stakeholders	Relevance for NEVI Planning	Examples of Interests and Impacts
Transportation Agencies	<ul style="list-style-type: none"> <li>• MARTA (Metro Atlanta)</li> <li>• The Atlanta Transit Link (The ATL)</li> <li>• Chatham Area Transit (Savannah)</li> <li>• Metra (Columbus)</li> <li>• Augusta Transit</li> <li>• American Association of State Highway and Transportation Officials</li> <li>• Georgia MPOs</li> </ul>	Connect public transit systems to overall state electrification plan to ensure equity and access for citizens who rely on public transit	<ul style="list-style-type: none"> <li>• How can GDOT align NEVI Plan with transit electrification plans, park and rides, and mobility priorities?</li> <li>• Will transit agencies want to participate in planning and engagement?</li> </ul>
Rural Areas	<ul style="list-style-type: none"> <li>• Georgia Budget and Policy Institute</li> <li>• Georgia Chamber of Commerce – Center for Rural Prosperity</li> </ul>	Ensure locations, power availability, and quantity are designed to meet rural needs	<ul style="list-style-type: none"> <li>• How can the State work with rural communities to “right size” charging to the utility power available, to the level of EV adoption, and to the demand for EVSE?</li> </ul>
Underserved/ Disadvantaged Communities	<ul style="list-style-type: none"> <li>• Partnership for Southern Equity</li> <li>• EVNoire</li> <li>• Southern Alliance for Clean Energy</li> <li>• Atlanta Career Rise</li> <li>• Georgia Minority Supplier Development Council</li> <li>• Rural Legislative Caucus</li> <li>• Legislative Black Caucus</li> </ul>	Ensure locations, power availability, and quantity are designed to meet DAC needs. Consider workforce impacts to equity.	<ul style="list-style-type: none"> <li>• How can GDOT use NEVI to help solve for equity and access for community residents? And how can workforce development be supported in electrification transition?</li> </ul>

## 3.2 PUBLIC OUTREACH

GDOT conducted public outreach customized to reach entities relevant to the NEVI Program while maintaining consistency with its published Project Involvement Plan.

GDOT will continually update the program website as planning and implementation progress. GDOT will provide public presentations and supporting information virtually and ensure members of disadvantaged communities are provided an opportunity to participate and provide feedback in the form of surveys, opinion forms, and email. To the extent possible, the responses will be mapped in relation to disadvantaged communities to measure participation and to identify gaps.

GDOT developed an educational webinar and survey for public outreach that was posted on its website on July 24, 2023, and promoted through social media. In 2024, GDOT focused on outreach to the public related to the Round 1 procurement. This work included eight one-on-one meetings, website postings, and meetings with proposers to answer questions. Once proposals had been vetted, executive summaries of each proposal were posted to GDOT's NEVI website, providing the statutory 30 days of review and comment for the public on these locations.

## 3.3 COMMUNITY ENGAGEMENT OUTCOMES REPORT

See Appendix A for the Community Engagement Outcomes Report for outreach conducted since August 1, 2023.

## 3.4 UTILITY ENGAGEMENT

GDOT held a set of Utility Working Group meetings in fall 2022 to engage with Georgia's electrical power providers; Georgia Power, the Electric Membership Cooperatives (EMCs) and the Municipal Utilities. Working group meetings discussed three main topics:

- Existing and planned utility capacity to serve direct current fast charging (DCFC) sites across the AFCs
- Expected utility process for approving site designs and conducting make ready work
- Key considerations for how utilities would optimally interact with private parties responding to a GDOT procurement for DCFC sites

These working group meetings provided critical inputs as GDOT determined location feasibility and how to instruct potential participants in preparing a proposal.

In February of 2024, GDOT participated in an EMC EV update meeting with Georgia Power as collaboration continues to ensure proper coordination and risk mitigation on topics like supply

chain shortages for electrical equipment and proper distribution in low income and highly rural areas.

### 3.5 SITE SPECIFIC PUBLIC ENGAGEMENT

In preparation for Round 2 of the NEVI procurement, GDOT presented progress on the NEVI Plan at regional conferences, as recorded in Appendix A, including communicating the areas interested by the Round 2 procurement. A GDOT webinar on Georgia NEVI Round 2 is being promoted through GDOT's social media channels and is being targeted to specific zip codes surrounding the locations under procurement.

## 4 PLAN VISION AND GOALS

GDOT's vision is to deploy NEVI formula funding in accordance with federal law to establish an interconnected EV charging network that meets customer demands, reduces range anxiety, facilitates data collection, and ensures secure, convenient, equitable access to publicly available charging infrastructure. GDOT seeks to invest in a way that catalyzes further investment in EV charging stations across the state where utilization is anticipated but the private sector may not otherwise be economically motivated to install and operate EV charging stations.

Specific NEVI program goals are shown in **Figure 5**.

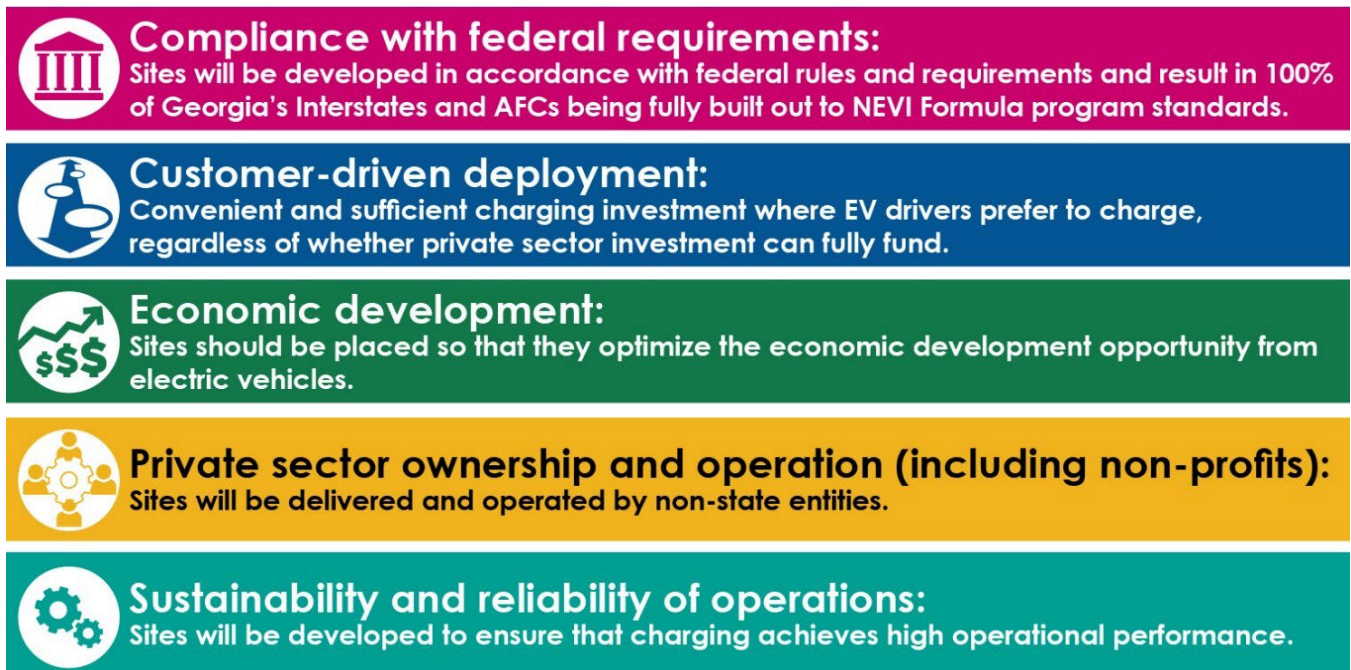


Figure 5: GDOT NEVI Program Goals



## 5 CONTRACTING

GDOT selected developers to complete work on five locations solicited in Round 1 of the NEVI procurement. Per FHWA guidance, GDOT developed this network along designated AFCs. Contracts have been negotiated and signed for all five locations.

GDOT commenced a NEVI Round 2 competitive solicitation in July 2024 to award 33 additional locations, with the goal of fully building out the AFCs. In subsequent funding years, GDOT will work with stakeholders across the state to identify additional use-cases for NEVI program funding.

In preparation for the competitive solicitations, GDOT has researched and interviewed a broad array of industry representatives to better understand the opportunities and challenges. EV charging developers and site hosts employ various business models, though all reported they intend to consider the effort required to comply with federally-driven contract requirements. EV charging business models, and their related risks are summarized in **Table 6**.

**Table 6. EV Charging Business Models and Risks**

Owner-Operator Revenue Risk	Facilitator Revenue Risk	Hybrid Revenue Risk
<p>In an Owner-Operator Revenue-Risk model, the EVSE developer owns, operates, and maintains the equipment. The owner-operator sets pricing and controls the overall customer experience.</p> <p>This business model typically appeals to owners with established operational services and software. This model is also attractive to businesses that have an interest in hosting chargers as a customer amenity but are not interested in investing capital or operating and maintaining the systems themselves. Additionally, under this model, EVSE owner-operators will often pay ground rent to the site host.</p>	<p>In a Facilitator Revenue-Risk model, the site host incurs all costs of installation, operations, and maintenance. All revenue is attributed solely to the host. Often, the host will pay for monthly operational software subscriptions, and sometimes benefit from discounted maintenance partnerships provided by a third-party developer.</p> <p>This business model typically appeals to developers who prefer to avoid ongoing operational and revenue risks. Meanwhile, larger fueling and convenience stores have an interest in owning their systems to be able to control the entire customer experience from plugging in the vehicle to purchasing food or merchandise, to using amenities, and interacting with staff.</p>	<p>There are multiple variations of Hybrid Revenue-Risk models through which site hosts and developers can engage. Some developers will own and operate the chargers but offer profit-sharing options to incentivize private businesses to install EVSE infrastructure.</p> <p>Other options include fixed-term service plans, where the developer owns and operates the system throughout an agreed-upon term (typically five to 10 years). The host then has the option to purchase the system after the term ends.</p> <p>Hybrid solutions are typically considered on a case-by-case basis to best match the needs and requests of both the developers and site hosts to reach mutually beneficial agreements.</p>

GDOT has a strong track record of using alternative delivery methods, including public-private partnerships (P3s), to accelerate project delivery, provide access to additional capital, and enable a longer-term view of asset management. GDOT is engaged in multiple highway

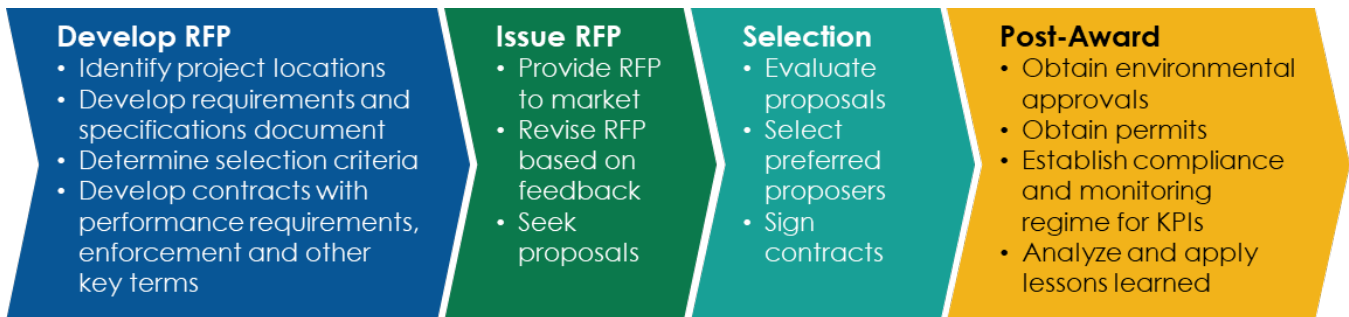
express lanes and broadband P3 projects. GDOT decided to employ a Design, Build, Finance, Operate, and Maintain (DBFOM) structure for NEVI fund deployments given the program’s federal regulations and guidelines. After a successful Round 1 procurement, award and contracting process, GDOT is continuing to use a public-private partnership approach to deploy NEVI funds in Round 2. GDOT will also continue to work with partners that have experience in this space, possess or have legal access to an appropriate site with requisite space and power, and are committed to managing long-term operations and maintenance (O&M).

GDOT has identified a general location for EV chargers (e.g., 1 mile from a specific interchange) and will let potential partners conduct the necessary due diligence to install at specific locations for NEVI-compliant charging stations.

GDOT will award funding to project partners to develop sites, and install, operate, and maintain, EV charging infrastructure. Competitive solicitations:

- Include technical standards complying with federal requirements to build a network that also meets state law and is consistent with Georgia’s NEVI Plan vision and goals; and
- Use criteria to evaluate proposals from the competitive solicitation that most efficiently achieve Georgia’s goals and federal requirements, including station uptime, availability of amenities, public access throughout the day and night, cybersecurity, and others.

Specific criteria were developed as part of the first competitive solicitation and were refined for the second round according to lessons learned during that process (**Figure 6**). For the location selection processes, refer to **Section 8.1**.



**Figure 6: Competitive Solicitation and Contracting Process**

Partners selected from the competitive solicitation process will set a payment cap in their proposal that will govern the allocation of funding to complete the installation of NEVI-compliant charging stations in collaboration with GDOT, electric utilities and local permitting authorities. Project partners will be responsible for adhering to all federal requirements and guidelines and for working with GDOT to complete environmental and other permitting processes during deployment and operations.

The partnership contract will include key performance indicators (KPIs) to ensure that the selected partners deliver publicly accessible EV charging infrastructure that meets the goals of the plan over the life of the contract (such contract term aligns with the useful life of the EVSE). KPIs will ensure that O&M standards are met, especially with respect to labor, safety, training, cybersecurity, and installation standards that comply with federal and state requirements.

## 5.1 STATUS OF CONTRACTING PROCESS

GDOT issued an RFP for the first five NEVI-funded locations on July 25, 2023, and announced selection of developers for the five locations open to bidding on February 15, 2024. GDOT received a very positive response to this initial NEVI RFP. Dozens of meetings were held during the procurement process with developers and potential bidders signaling strong interest in the opportunity. As of summer 2024, contracts have been signed with all the developers and work on these locations is set to commence.

The process to award the five initial locations helped GDOT learn from the market about what is feasible and ways to streamline procurement and contracting. In the post award phase, GDOT has taken steps to improve its RFP for the second procurement round by reducing the number of exhibits, clarifying instructions for proposers, and leveraging online procurement tools to improve the user experience, among other things.

On May 1, 2024, GDOT issued a NOIA to conduct a second procurement round to award 33 NEVI-funded EV charging locations and fully build out the entire set of AFCs using NEVI funding. Round 2 RFP was released on July 1, 2024.

**Table 7: Completed EV Charging Rounds of Contracting**

Round of Contracting	Number of Responsive Proposals or Applications Received	Contract Type	Date Solicitation Released	Date Solicitation Closed	Date of Award
Round 1	15	DBFOM	07/25/2023	11/27/2023	02/15/2024

## 5.2 AWARDED CONTRACTS

At this time, five contracts, out of the five initiated, in the form of public-private partnership Project Agreements, have been executed with developers selected through the Round 1 procurement process.

Table 8 NEVI Procurement Round 1 Selected Developers

Round of Contracting	Award Recipient	Contract Type	Location of Charging Station	Award Amount	Estimated Date of Operation
Round 1	Love's Travel Stops & Country Stores, Inc.	DBFOM	2766 U.S. Highway 17 S, Brunswick, GA 31523	\$650,000	11/13/2025
Round 1	Francis Energy Charging, LLC	DBFOM	318 GA-49, Byron, GA 31008	\$849,584	5/05/2025
Round 1	Silver Comet Energy, Inc.	DBFOM	2262 US 441, Dublin, GA 31021	\$619,576	7/31/2025
Round 1	EnviroSpark Networks, Inc.	DBFOM	1205 S Lewis St, Metter, GA 30439	\$666,406	8/11/2025
Round 1	EnviroSpark Networks, Inc.	DBFOM	706 7th Street W, Tifton, GA 31794	\$825,182	8/11/2025

The duration of each Project Agreement encompasses both the design and construction phases, in addition to a subsequent five-year operational period, commencing upon the Developer's fulfillment of all prerequisites for Services Commencement.

### 5.3 SCORING METHODOLOGIES UTILIZED

GDOT has used and is continuing to use a single-step procurement to ensure best value selection and that proposers are qualified to do the work and that their specific proposal meets or exceeds Georgia's goals for both Round 1 and Round 2 procurements. For Round 2 procurement, GDOT has updated the scoring criteria to emphasize the importance of best in class technical and project site approach as well as to clearly include direct considerations for equity and Justice40.

For qualifications, GDOT is focused on two factors in its procurement:

1. Developer experience with building and operating DCFC sites
2. Financial capacity to deliver on their commitments

For scoring of proposals, GDOT has three main criteria:

1. Technical experience more than minimum requirements
2. Project site approach
3. Requested payment cap amount

GDOT has assigned points to each of the scored criteria to indicate its preferences, with the majority of points assigned to the first two criteria.

For Round 2, GDOT is incorporating a scored component that will assign more points to proposals that demonstrate how the project site will bring meaningful benefits to DACs as defined by the Justice40 program.

## 5.4 PLAN FOR COMPLIANCE WITH FEDERAL REQUIREMENTS

As part of the RFP, GDOT has included a detailed list of requirements, including the federal requirements. GDOT has included key contractual provisions associated with construction and operations payments that ensure funding is not disbursed unless the developer has met federal requirements for constructing the site and liquidated damages for non-compliance with the federal uptime requirements during operations. In addition, GDOT has included default and termination provisions for ongoing noncompliance which would properly align incentives to meeting and exceeding federal requirements and all aspects of the contract.

## 6 CIVIL RIGHTS

While every employee at GDOT is responsible for complying with civil rights laws, statutes, and regulations, GDOT's Office of EEO<sup>[1]</sup> is responsible for the administration and coordination of all departmental activities related to civil rights. This office oversees, monitors, and reports on all programs, employment considerations, and public participation activity where there is a civil rights consideration. Therefore, this office will be a partner in Georgia's NEVI Plan from planning through implementation. This plan will ensure compliance with the following: state and federal civil rights laws, statutes and regulations including but not limited to, Title VI of the Civil Rights Act, the Americans with Disabilities Act, and Section 504 of the Rehabilitation Act. Civil Rights compliance will be ensured through the general phases shown in **Table 9** and through existing GDOT plans and policies (i.e., 2023 Title VI Program Plan<sup>[2]</sup> and GDOT ADA Policy Statement<sup>[3]</sup>).

**Table 9: Civil Rights Compliance Efforts**

<p><b>Planning, Outreach and Development</b></p>	<p>Outreach opportunities, as discussed in the preceding chapters and in compliance with the NEPA process, will be open to anyone who wants to participate and give feedback on the NEVI Plan. GDOT will conduct specific outreach to rural and disadvantaged groups to ensure they can access these opportunities as identified in Section 10.1. This will allow for diverse ideas from across the state. The comments received and the discussions had at these meetings are being taken into consideration as the annual NEVI Plans are being developed and will continue to have an impact on planning throughout the five-year implementation. As part of this phase, an assessment of impacts of Federal activities on the human and natural environments will also be completed.</p>
<p><b>Procurement</b></p>	<p>For each procurement, contracts, with the help of the Office of Transportation Services Procurement, will be let via competitive solicitation to third parties to design, install, operate, and maintain the EV charging stations. Contract language will cover the third parties' compliance with local, state, and Federal laws, regulations, and policies, as appropriate.</p>



<p><b>Planning, Outreach and Development</b></p>	<p>Outreach opportunities, as discussed in the preceding chapters and in compliance with the NEPA process, will be open to anyone who wants to participate and give feedback on the NEVI Plan. GDOT will conduct specific outreach to rural and disadvantaged groups to ensure they can access these opportunities as identified in Section 10.1. This will allow for diverse ideas from across the state. The comments received and the discussions had at these meetings are being taken into consideration as the annual NEVI Plans are being developed and will continue to have an impact on planning throughout the five-year implementation. As part of this phase, an assessment of impacts of Federal activities on the human and natural environments will also be completed.</p>
<p><b>Installation/Testing</b></p>	<p>Installation and testing allow further touchpoints to verify compliance from both installation checklists and the testing perspective.</p>
<p><b>Operations and Maintenance</b></p>	<p>Ongoing compliance verification through performance measure collection and ongoing data reporting will take place through the O&amp;M portion of the contracts.</p>

For both the first and second round of procurement, applicable state and federal civil rights laws were included in the RFP and the contract.

## 7 EXISTING AND FUTURE CONDITIONS ANALYSIS

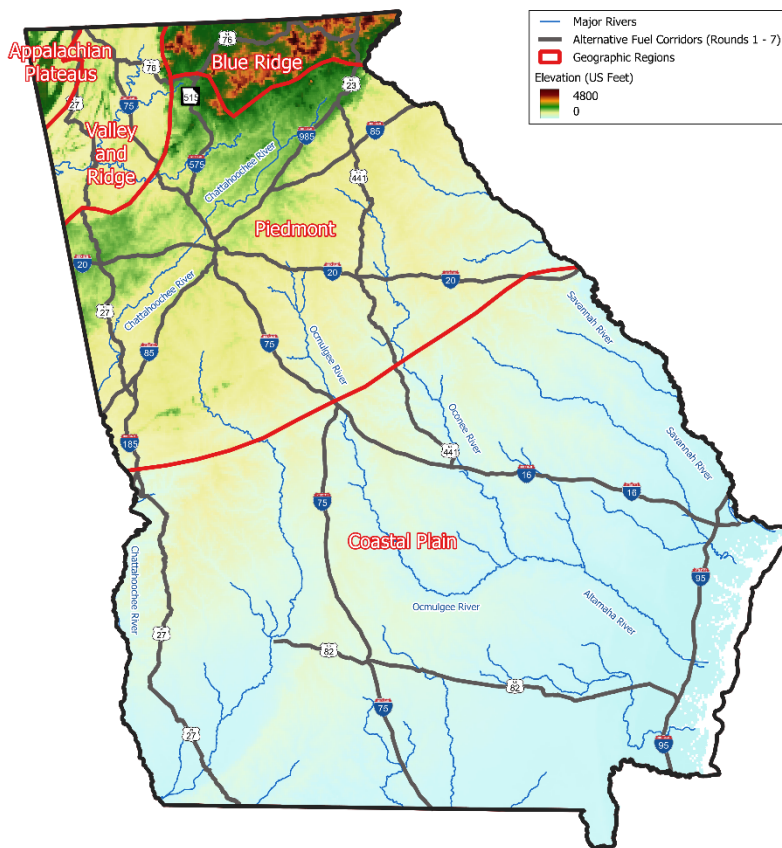
As required by FHWA guidance, GDOT has considered Georgia's specific geographic, industry, and supply chain landscapes in developing this chapter and plan.

### 7.1 STATE GEOGRAPHY, TERRAIN, CLIMATE, AND LAND-USE PATTERNS

EV performance and EVSE requirements are impacted by Georgia's geography, terrain, climate, and land-use patterns.

### 7.1.1 Geography and Terrain

As the largest state east of the Mississippi River, Georgia's geographic regions cover a wide range from Coastal Plains in the south, to rolling hills in the Piedmont, to the higher elevation Appalachian Plateau and Valley and Ridge, to the mountains of the Blue Ridge and their peak at Brasstown Bald at 4,784 feet above sea level. The boundary between Coastal Plains and Piedmont is marked by a significant change in elevation along the "fall line," so called because of the resultant waterfalls. At the northernmost navigable extents of rivers, cities developed where river borne cargo had to be transferred: Augusta on the Savannah River, Milledgeville on the Oconee River, Macon on the Ocmulgee River, and Columbus on the Chattahoochee River. Most of Georgia's population is in the Piedmont, including the Atlanta region.



Roads traversing the north Georgia mountains experience many grade changes as they rise from the Piedmont. These grades have the potential to impact EV battery performance in the same way they impact gas mileage as additional energy is required to overcome changes in elevation. (Figure 7).

### 7.1.2 Temperature

According to the Köppen climate classification system, most of Georgia experiences a humid subtropical climate characterized by hot, humid, and long summers and mild, short winters. On the United States Department of Agriculture (USDA) Plant Hardiness scale, which is defined by average annual extreme minimum

Figure 7: Georgia's Geographic Regions and Terrain

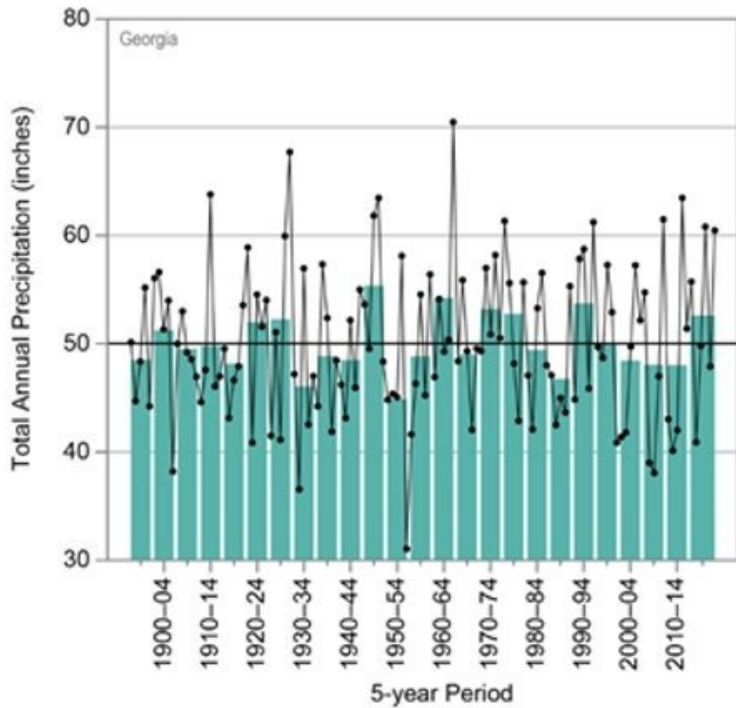
temperature ranges, Georgia spans from Zone 6a (rarely but occasionally reaching a low of minus 10°F) in Blue Ridge to Zone 9a (rarely but occasionally reaching a low of 20°F) on the coast.

Although Georgia normally experiences short, mild winters, it is important to consider the impact of low temperatures on EV battery performance. It is generally understood that low temperatures reduce EV range and slow the battery charging rate. A 2022 study<sup>[4]</sup> noted the typical ideal operating temperature range for lithium-ion EV batteries is between 59°F (15°C)

and 95°F (35°C) and that preheating of batteries is often needed to improve performance in cold ambient conditions. GDOT will consider this factor for investing in EV charging stations in Northern Georgia, which has the coldest temperatures in the State.

### 7.1.3 Precipitation and Extreme Weather

**Figure 8** shows that annual precipitation has been relatively stable since 1900, averaging 50 inches per year.



The number of extremely hot days and number of freezing days in Georgia have been relatively stable since 1900. Atlantic storms, including hurricanes, rarely strike the Georgia coast though Georgia has historically been a destination for evacuees when Atlantic storms impact border states. As EV adoption grows, more evacuees will require charging in Georgia to arrive at a safe destination. In light of this, GDOT will work to deploy EV charging stations along primary evacuation routes as planning continues.

**Figure 8: Observed Annual Precipitation**

Source: CISESS and NEMAC [3] via Kunkel et al.

### 7.1.4 Land-Use Patterns

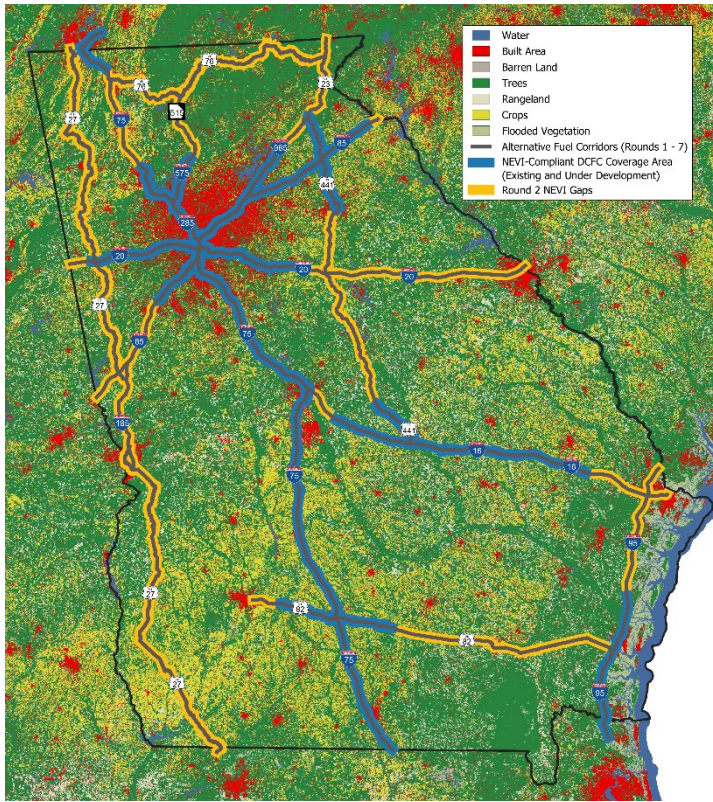


Figure 9: Primary Land Uses and AFCs in Georgia

Georgia's primary land uses are forest, other agricultural, and developed as depicted in **Figure 9**. Much of the developed land (red) occurs in dense metropolitan areas. GDOT does not anticipate significant land use constraints in the expansion of its EV charging network as stations will be sited along existing commercialized corridors in largely low-density areas of the state.

The state's major population centers have the largest concentration of charging station site hosts, because urban land uses correlate to both sufficient electrical capacity and higher prevalence of EV adoption. Identifying potential site hosts in rural areas, however, could be more challenging as sites potentially NEVI-compliant from a distance perspective may not have the adequate electrical capacity and/or may lack the regular

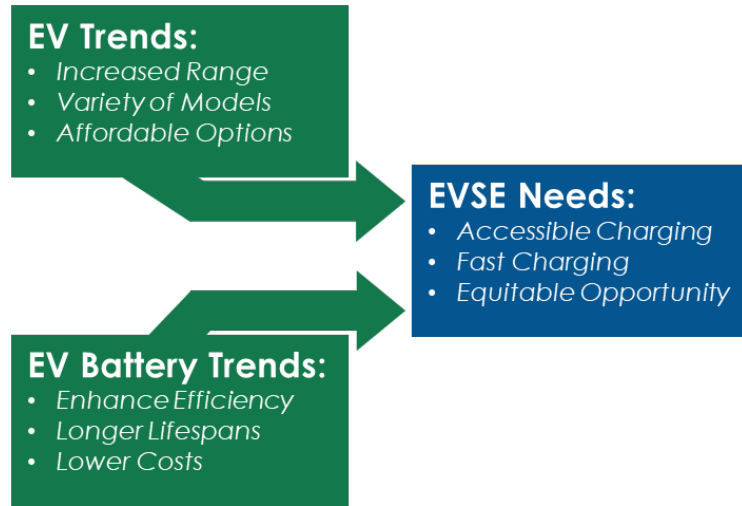
consumer traffic necessary for a host to earn a return on their investment. GDOT anticipates that interchanges (for interstates) or intersections (for the US highways) with amenities such as restaurants, shopping, parks, or hotels, will be prime candidates for locating NEVI-funded EV charging stations.

Georgia's land use is continuously evolving as growth occurs in economic sectors such as healthcare, education, professional services, and tourism. The Georgia Ready for Accelerated Development (GRAD) program, for example, has identified 60 sites for accelerated development in both urban and rural areas of the state. Data that the Georgia Department of Economic Development tracks on major development announcements indicates that major project announcements are occurring in all regions of the State, especially in rural areas. It is likely that economic growth will render increased EV adoption over time. GDOT is taking these shifting land-use patterns and proposed economic developments into account as it prioritizes where NEVI investments will occur. GDOT will continue to monitor land uses and economic development for changes that could impact travel patterns and therefore influence charging station siting feasibility.



## 7.2 INDUSTRY AND MARKET CONDITIONS

### 7.2.1 Nationwide Electric Vehicle and Charging Landscape



The market for EVs is growing rapidly, and that growth impacts a wide variety of economic sectors including auto manufacturing, real estate, utilities, logistics, and software. EV battery advancements have resulted in more efficient batteries with longer life that are made at lower cost which further fuels the market for EVs as the cars become more affordable and closer to what the typical driver requires.

As more drivers adopt EVs and as the EV batteries advance, the demand for faster on-the-go charging is projected

Figure 10: Technology Changes Accelerating EV Demand

to rise along intercity travel corridors. EVSE manufacturers have expanded their offerings of all types of charging equipment, but changes are most noticeable in DCFC where charging times have dropped precipitously to as little as 20 minutes to charge a battery from 10% to 80% – the industry norm for charging a battery with DCFC. This has been in part because the DCFCs are becoming more powerful from a norm of 50 kW a few years ago up to 350 kW and beyond today. Vehicle manufacturers have also played a major role in charge time improvements as they are increasingly delivering EVs capable of accepting higher voltage charging with movement towards 800V architecture.

### 7.2.2 Georgia’s Electric Vehicle Landscape

Georgia has emerged as a significant hub in the automotive and manufacturing industries, particularly as the market shifts toward electric vehicles. Home to 194 automotive-related facilities, the state is increasingly focusing on becoming a leader in electric vehicle production and the associated supply chain. Since 2018, Georgia has successfully attracted 43 electric vehicle-related projects, bringing in 32,000 jobs and \$27.2 billion in capital investment. In 2023 alone, the state welcomed 18 new Tier 1 and Tier 2 suppliers, which are expected to generate 6,800 jobs and \$4.5 billion in investment. Georgia continues to strengthen its position in the electric mobility sector, drawing significant interest and investment from key suppliers.<sup>[5]</sup> GDOT’s efforts to use NEVI funds to bridge gaps and provide public charging will help maintain Georgia’s leadership in this electric mobility ecosystem. Georgia is already the Southeast’s leader with 4.4 EV registrations per 1,000 registered automobiles and the highest number of EV charging outlets per capita.<sup>[6]</sup>

Georgia's success in attracting key manufacturers such as Rivian, SK Innovation, and Hyundai to the state's recognized business-friendly market is indicative of the state's commitment to the electric mobility future. Rivian, an EV truck manufacturer, has pledged to build a multibillion-dollar EV manufacturing plant in Georgia, while Hyundai Motor Group has completed ahead of schedule its \$7.6 billion EV plant and will start production in late 2024. SK Innovation plans to expand an existing factory to supply batteries for original equipment manufacturers (OEMs).<sup>[7]</sup>

### 7.2.3 Charging Providers

Currently there are six major EVSE developers with publicly available DCFC in Georgia—Blink, ChargePoint, Electrify America, EVgo, Shell Recharge/Volta, and Tesla. These six companies are also the largest public EVSE developers in the United States. Blink, Tesla, and Shell Recharge/Volta have relatively few sites in Georgia, where the DCFC market is dominated by ChargePoint, Electrify America, and EVgo. These firms operate with a variety of business models.

- **Blink** was established in 2009 and largely focuses on selling charging systems, though they have the capacity to provide host-owned, Blink-owned, and hybrid solutions. They have focused more on Level 2 chargers but are introducing DCFC.
- **ChargePoint** was established in 2007 and typically sells chargers to its hosts and provides an ongoing software subscription. ChargePoint is unique in that its charging equipment only supports ChargePoint software.
- **Electrify America** was established in 2016 and is a leading provider of electric vehicle charging solutions across Georgia and beyond. It pays 100% of the upfront investment to design and install new charging stations, as well as maintenance and upkeep costs. They are experienced with finding hosts and developing sites. On a case-by-case basis, they can consider a site host-owned structure.
- **EVgo** was established in 2010 and it typically owns and operates their chargers, assuming all project risk. In some cases, it gives hosts the possibility to purchase the chargers and offers services running operations with a turnkey, white label solution.
- **Shell Recharge / Volta** (SR), formerly known as Greenlots, was established in 2008 and is the EV charging division within Shell plc. SR is building out its charging EVSE solutions as an extension of Shell's overall fueling service line, with the intent of siting at Shell's existing fuel stations. SR provides a turnkey model and allows for the flexibility to either own and outsource operations or own and self-perform operation of the systems. Shell acquired Volta in 2023, adding to their existing portfolio.
- **Tesla Supercharger** is a network of owned and operated DC fast charging stations built by the American automotive company Tesla. Tesla stations have traditionally only been



accessible by Tesla cars. Starting in 2023, there has been an effort to allow other vehicles to use Tesla stations when they use an adapter to conform to NACS/SAEJ3400 charging standards – Rivian and Ford vehicles are currently able to use the majority of the Supercharger network. It is expected that more automakers will be making their vehicles Supercharger compatible.<sup>[8]</sup>

The EVSE market serves different segments, in addition to personal vehicle charging solutions, such as fleet charging for buses, trucks and other commercial vehicles. Georgia-based Heliox, recently acquired by Siemens, provides fast charging solutions to fleets and specializes in eBuses and eTrucks.

### 7.2.4 Site Host Overview

**Value Proposition for Site Hosts:**

- Expansion of service offerings
- Amenities for patrons/tenants
- Environmental and reputational benefits
- Competitive edge for early adopters
- Generation of new revenue streams

Site hosts have several reasons for installing chargers. Some hosts, such as traditional gas stations, truck stops, and travel centers, view electric charging to be an opportunity to expand their service lines, whereas others, such as retailers, restaurant chains, and offices, see the benefit in providing amenities to their customers, tenants, their employees, and/or aligning with corporate sustainability strategies.

Figure 11: Value Proposition for Site Hosts

Safety, accessibility, and customer experience are common major priorities of successful site hosts -- ensuring that drivers have safe, clean, and enjoyable experiences during their charging sessions.

## 7.3 STATE TRAVEL PATTERNS, PUBLIC TRANSPORTATION, FREIGHT, AND OTHER SUPPLY CHAIN NEEDS

### 7.3.1 State Travel Patterns

Figure 12 captures the 2022 level of Annual Average Daily Traffic (AADT) across Georgia with most of the activity occurring in the Atlanta region.

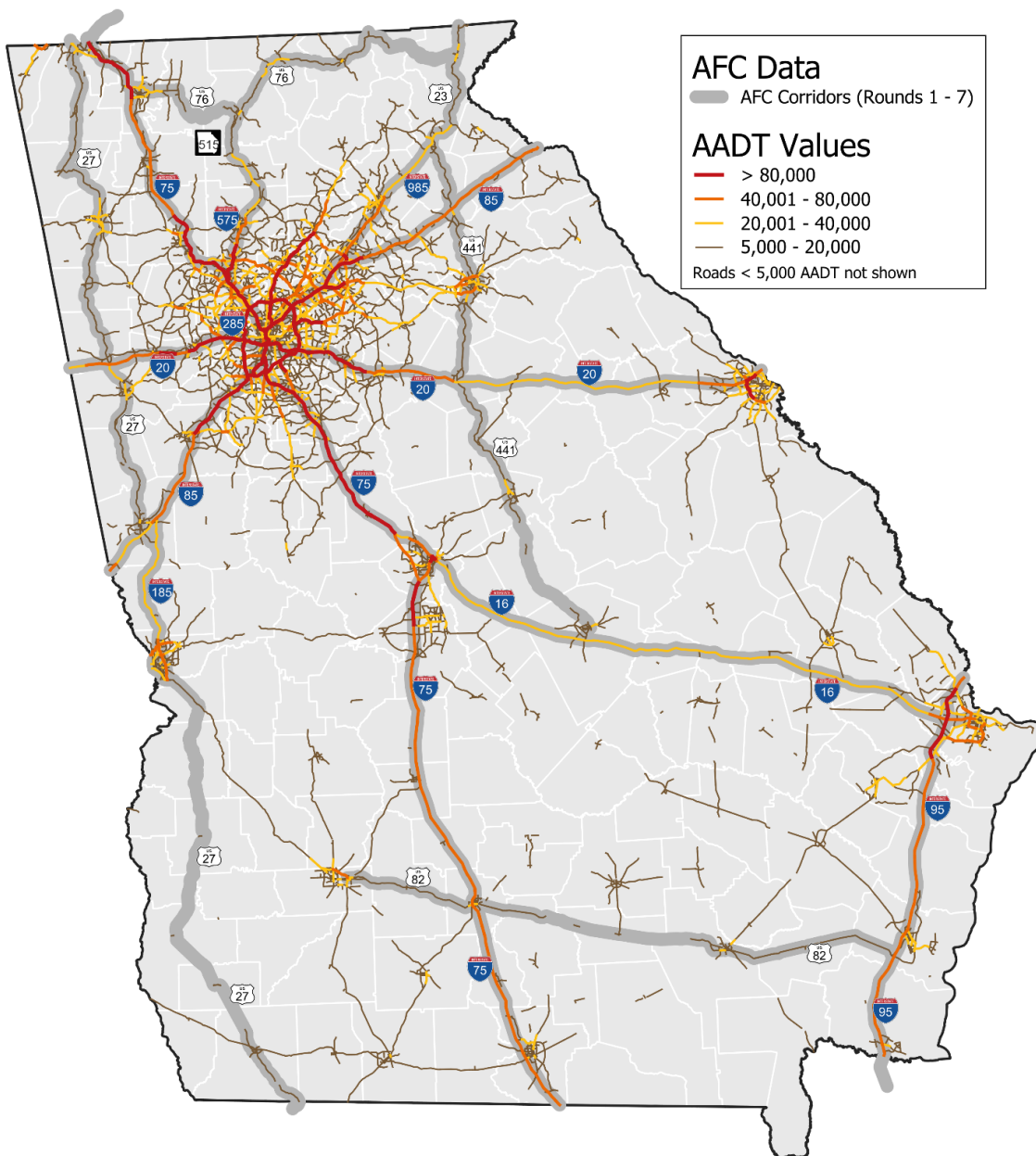


Figure 12: Annual Average Daily Traffic and Alternative Fuel Corridors in Georgia

Roadway travel throughout Georgia consists of a combination of long-distance and local trips on the interstate system, other state routes, and local roads. Primary interstate routes include:

- I-95 through Savannah and Brunswick connecting Florida with points north along the east coast,
- I-75 through metro Atlanta and Macon between Tennessee and Florida,
- I-85 running southwest-northeast through metro Atlanta between Alabama and South Carolina,
- I-20 traversing east from Augusta through metro Atlanta to Alabama,

- I-16 from Savannah to Macon and I-75, and
- I-185 from Columbus to LaGrange.

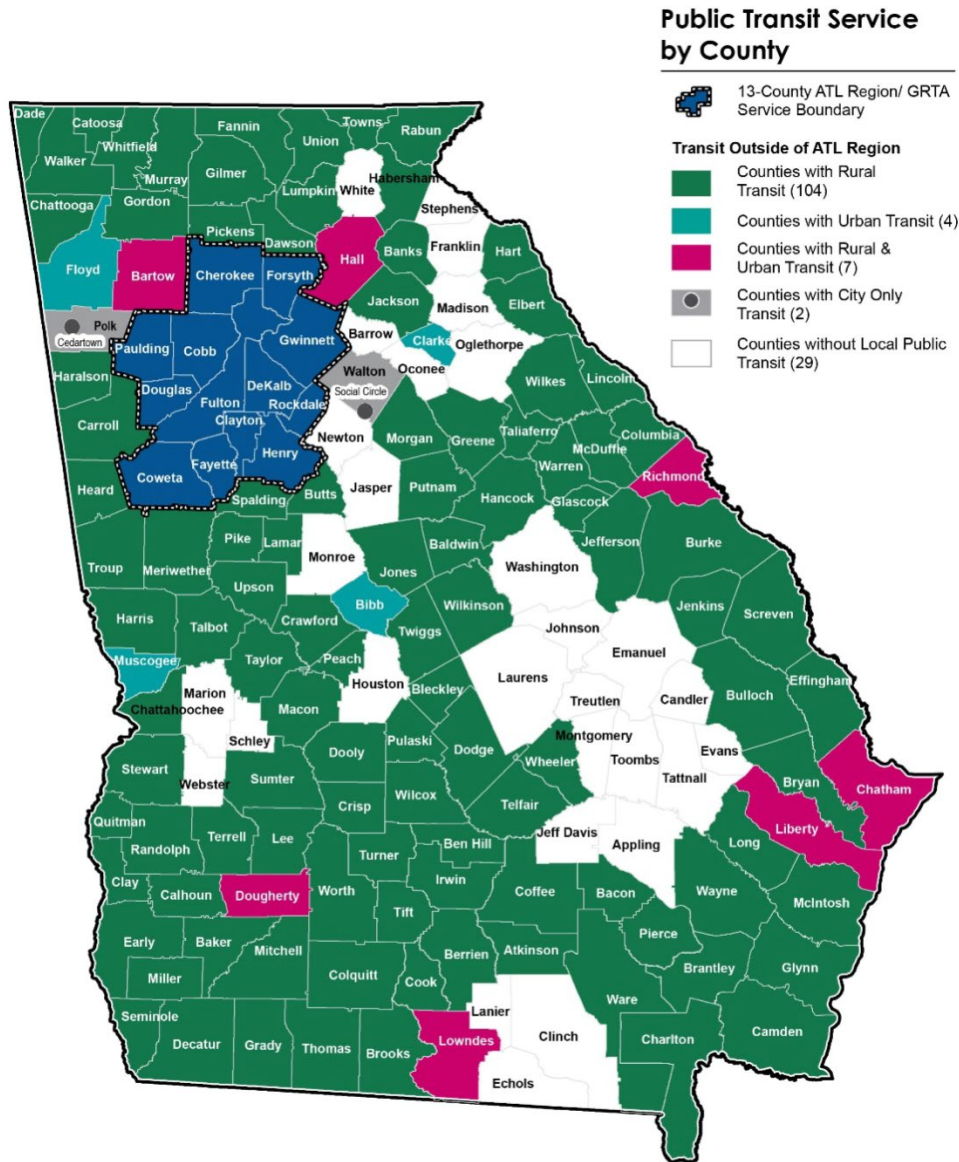
Traffic varies by route and location. Major freeways within urbanized areas carry the most traffic with many routes exceeding 80,000 AADT. I-75/85 in central Atlanta carries an average of more than 350,000 vehicles per day. I-75 between Macon and Atlanta, I-85 in Gwinnett County, and I-75 in Cobb County all exceed 80,000 vehicles per day. Outside of metropolitan areas, major Interstates drop below 80,000 AADT, examples include the rural segments of I-95, I-75, and I-85.

The most rural interstate segments drop below 40,000 AADT, including I-20, I-185, and I-16. State routes and U.S. Highways typically drop below 20,000 AADT and provide connections to communities and destinations beyond the Interstate system. GDOT's interstates and AFCs that will be fully built out generally cover the corridors on the state system with the highest AADTs. GDOT uses AADT to help it steer NEVI investments to where they can be best used as a catalyst to spur EV adoption.

Based on 2024 data forecasts from the Georgia Statewide Travel Demand Model (GSTDM), projected future traffic for the AFCs is largely expected to follow similar patterns to the ones described above, with traffic further intensifying above 80,000 AADT around the Atlanta area, on I-95 close to the Florida border and on I-95 south of Savannah.

### 7.3.2 Public Transportation

GDOT's 2023 Statewide Transit Plan Implementation Report<sup>[9]</sup> and The ATL's 2023 Annual Report and Audit<sup>[10]</sup> provide data for an overview of public transportation in Georgia. As of 2023, there are 93 public transportation providers in Georgia that serve 129 of 159, or 81%, of the counties as shown in **Figure 13**. Some counties are served by both urban and rural transit services but not always by the same service provider.



**Figure 13: Public Transit Service by County in Georgia**  
 Source: GDOT – Statewide Transit Plan, 2023 – Implementation Report. P. 10

Transit services are leaders in the EV transition in the United States and will need to purchase vehicles and build EVSE to serve their new electric fleets. Similar to public charging, EVSE expansions for transit buses will need to consider existing electric utility distribution capacity and technology requirements to provide for efficient, sustainable operations. **Section 8.3.4** includes additional details on these considerations.

Georgia's transit agencies are already beginning the electrification transition. The Georgia Regional Transportation Authority (GRTA) is electrifying 10 of its vehicles and the Metropolitan Atlanta Regional Transit Authority (MARTA) has electrified six of its vehicles with six more on order with a commitment to have 25% of its bus fleet electric by 2030. Both agencies are developing plans to increase their zero emissions fleets in future years. The Federal Transit

Administration (FTA) is making funding available to support the purchase of battery electric buses and the necessary EVSE to enable their deployment. This funding requires applying transit agencies to develop and execute a fleet transition plan. The ATL oversees regional transit planning for 13 transit service providers in the Atlanta region. The ATL received a federal grant to buy 10 battery electric commuter coaches and will continue to pursue its Regional Fleet Transition Plan to encourage its member agencies to electrify fleets, including through applications for discretionary federal funding.

In addition to transit agencies, the University of Georgia is leading public transit electrification among higher education institutes. The University purchased 33 electric buses and installed 12 charging stations across the campus from 2019 to 2021, and is expected to add another eight buses as of 2023, making it one of the largest electrified university bus fleets in the country.<sup>[11]</sup> These buses, almost one third of the total fleet, currently serve students, staff, and faculty, saving the University energy and maintenance costs.<sup>[12]</sup>

### 7.3.3 Grid Capacity Necessary to Support Additional Electric Vehicle Chargers

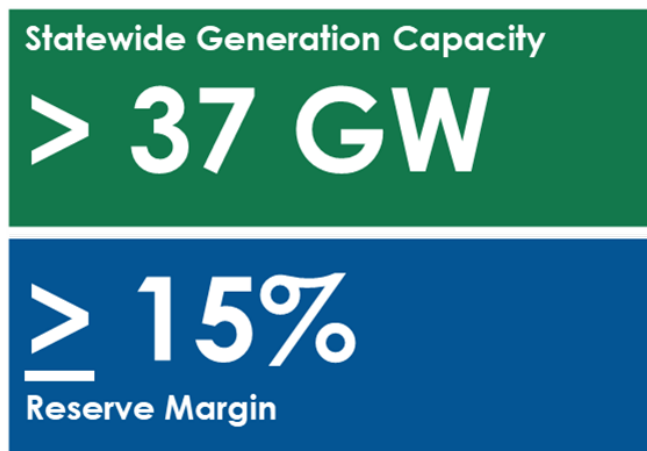


Figure 14: Electrical Generation Capacity and Reserve Margin

Georgia has a substantial and diversified portfolio of power generation that reliably serves the demand for power across the state. In interviews with Georgia's major electric utility providers, they affirmed that providing sufficient power for the EV charging network outlined in this plan is not expected to create undue burdens on the state's generation capacity. Georgia's electricity generation capacity exceeds **37 GW** and the state's utilities operate with a minimum **15%** reserve margin for the system. The concurrent energy demand for the EV charging network outlined

in this plan is **162 MW**<sup>[13]</sup> or less than 0.5% of generation capacity. Due to the complexity of modeling the variability of battery charging rates across different vehicle types and states of charge, it is simpler to estimate the maximum theoretical power demand and thus provide a conservative approach to understand the magnitude of the power supply needed. Actual power demand required by the network outlined in this plan will be lower, since all EV chargers will not be fully utilized at the same time, nor do vehicles charge at the same rate throughout a typical battery charging cycle.

While ample power is available, the 600 kW power capacity minimum required at NEVI-compliant EV charging stations could strain locally available capacity in certain rural locations. Local distribution capacity depends on the overall capacity at the charging station location and the existing loads from nearby customers served by the same equipment. Potential site locations with older electrical infrastructure serving long-established customers



are less likely to have sufficient capacity for EV charging than locations with newer distribution equipment serving a growing customer base, where greater available capacity is likely to be found.

The cost of installing an EV charging station therefore increases as the amount and complexity of power distribution equipment necessary to support the EVSE increases. It is substantially less costly to install EVSE at locations that already have sufficient power distribution equipment. Utilities may be willing to cover some of these upfront equipment costs, but often only up to the amount they can recover from the site's energy sales within 2-4 years. As utility's revenue from EV charging over 2-4 years is unlikely to cover the cost of additional equipment, a developer may need to pay for some or all of any additional equipment.

### 7.3.4 Existing Total Charging Infrastructure Along AFCs

Georgia has 13 AFCs for EVs as identified in **Table 10** and **Figure 15**. AFCs have historically have moved from a designation of "corridor pending" to "corridor ready" once the AFC has one 50 kW or higher DCFC within 5 miles of the interstate exit every 50 miles. Starting with Round 6 of the AFC nominations, corridors need to meet this criteria will be deemed "fully built out." Corridors that have four 150 kW chargers within 1 mile of the interstate at least every 50 miles will be deemed "corridor ready."

**Table 10: Alternative Fuel Corridors (EV) Rounds 1-7**

Corridor	From	To	Length (miles)	AFC Round	Status per FHWA (as of June 2024)
I-75	Florida border	Tennessee border	355	1-5	Ready from Valdosta to TN border Pending from FL border to Valdosta
I-20	Alabama border	South Carolina border	201	1-5	Ready from AL border to Madison Pending from Madison to Thomson
I-85	Alabama border	South Carolina border	180	1-5	Ready
I-16	Macon	Savannah	167	1-5	Ready from Macon to I-95 Pending from I-95 to Savannah
I-95	Florida border	South Carolina border	112	1-5	Ready from FL border to Brunswick Pending from Brunswick to SC border
I-985/US 23	Buford	North Carolina border	84	1-5	Ready from I-85 to Gainesville Pending from Gainesville to NC border
I-575/SR 515	Town Center	Ellijay	55	1-5	Ready
I-185	Columbus	LaGrange	49	1-5	Ready
US 82	Albany	Brunswick	166	6	Pending
US 441	Dublin	Cornelia	165	6	Pending
US 27	Florida border	Tennessee border	321 (excludes section from US 80 to I-185 that are not part of NHS)	7	Pending
US 76/SR 515	Dalton	Clayton	122	7	Pending
SR 515	Towns County	North Carolina border	1	7	Pending





### AFC Nomination Process

GDOT's approach to evaluating corridors for AFC nomination informs GDOT's strategy for NEVI investment siting locations and is offered here to provide insight into GDOT's methodology. For AFC Round 6 and 7, GDOT reviewed more than a dozen corridor options and then selected four corridors to undergo further analysis using the following criteria:

- **Locations of Existing NEVI Compliance Intersecting with AFC Ready Corridors** - identified NEVI compliant charging locations along the corridors being evaluated.
- **AADT Per Mile** - extracted from the GDOT 2019 traffic count shapefile. GDOT then calculated the link length, multiplied by the AADT to get VMT per segment, and divided total VMT by total length to obtain the average AADT per corridor mile.
- **Real Estate Feasibility** - analyzed clusters of hotels, gas stations, grocery stores and shopping centers. Where clusters of these property types were found, GDOT concluded that there would be a high likelihood of satisfying customer preferences for amenities during charging sessions, as well as identifying willing and able site hosts. Real estate clusters also provide a proxy for adequate power and appropriate land uses with sufficient amenities.
- **Evacuation Route Impact** - overlayed potential AFCs with GEMA's evacuation route map. Potential corridors with segments on evacuation routes scored higher.
- **Geographic Balance** - scored based on how the corridor would balance coverage across geographic regions of the state and bring coverage to less-covered regions.
- **Tourism** – analyzed data provided by GDEcD from inputs to GDOT's 2050 Statewide Transportation Plan. Potential corridors were scored based on proximity and density of top identified tourist destinations.
- **EV Adoption** - mapped using Electric Power Research Institute's "New EV Market Share 2021" (provided by Georgia Power). Potential corridors were analyzed on percentage of segments in areas with relatively high EV market share (>1%).

Based on this analysis, GDOT nominated, and FHWA approved, US 82 (between Albany and Brunswick) and US 441 (between Dublin and Cornelia) as EV AFCs. Both had relatively high average traffic in Round 6. US 441 also earned high scores for tourism and EV adoption rates, while US 82 earned high scores as an evacuation route and for providing geographic balance.

In Round 7, GDOT nominated and FHWA designated four new AFCs as "Corridor-Pending":

- US 27 Between the US 27/I-185 interchange and the GA/TN border.
- US 27: Between the US 27/US 80 interchange and the GA/FL border.

- US 76/SR 515: Between the US 76/I-75 interchange at Dalton and the US 76/US 23 intersection at Clayton.
- SR 515: Between the SR 515/US 76 interchange and the GA/NC border.

**Georgia’s Existing DCFC Network**

As of May 2024, Georgia has approximately 2,000 publicly available EV charging stations with more than 5,200 total ports (excluding Tesla). Of these, 361 stations have 1,188 DCFC ports.<sup>[14]</sup> Since 2022, Georgia has seen over a 50% increase in total ports and a more than doubling of DCFC ports.. The majority of Georgia's DCFCs remain concentrated in metro Atlanta.

Typically, DCFCs are located at fast-food restaurants, banks, hotels, and car-care facilities. Although they serve as an important part of the overall EV charging eco-system in Georgia, many of these existing sites do not meet the new NEVI standards because they are too far from an AFC, do not have sufficient parking spaces for multiple chargers, and/or do not meet the minimum power levels.

Tesla has several supercharger and destination charging DCFCs throughout Georgia. In 2021, Tesla announced plans to open its Supercharger network to non-Tesla vehicles and in 2022, open-sourced their previously proprietary connector standard. Tesla has been adding combined charging system (CCS) ports at some existing Supercharger stations yet, only one site in Georgia has been converted as of May 2024 according to PlugShare website data. Some automakers have also announced agreements with Tesla to gain access to the Supercharger network through NACS plugs. These plans will be operational no sooner than 2025.<sup>[15]</sup> GDOT did not include Tesla's charging stations in its DCFC assessment but will continue to monitor progress of the Tesla CCS rollout. There are 11 Tesla supercharger sites that could help Georgia achieve AFC build out goals.

As of June 2024, 269 of Georgia's public DCFC stations meet either the distance (located within 1 mile of an AFC) or power requirements (minimum of four 150 kW ports). 216 meet the NEVI AFC distance requirements, 53 meet NEVI's power requirements, however only 24 meet both distance and power requirements. The 24 sites are owned and operated by Electrify America, EVgo Network, Circle K, and EV Connect are sited at big box retailers, grocery stores, shopping centers, gas stations, and convenience stores.



Figure 16: AFCs and DCFCs

The locations of NEVI-compliant DCFCs within 1 mile of Georgia’s alternative fuel corridors are listed in **Table 11**. Non-NEVI-compliant chargers are not included in the table.

Table 11: Existing Locations of NEVI-Compliant DCFC Along Georgia AFC Network

State Charging Location Unique ID	AFC Route	Location	Number of EV Ports	EV Network	Meets all requirements in 23 CFR 680	Intent to aide Fully Built Out determination
202	I-20	9503-9579 Bill Arp Rd Douglasville, GA 30135	4	Electrify America	Under discussion	Yes
203	I-20	800 Glenwood Ave SE Atlanta, GA 30316	5	Electrify America	Under discussion	Yes
204	I-20	625 Carrollton Street Temple, GA 30179	4	EVgo Network	Under discussion	Yes
208	I-20	510 Steiner Way Grovetown, GA 30813	4	Electrify America	Under discussion	Yes
209	I-20	2195 Highway 20 SE Conyers, GA 30013	4	Electrify America	Under discussion	Yes
751	I-75	340 Norman Drive Valdosta, GA 31601	4	Electrify America	Under discussion	Yes
753	I-75	1215 E 16th Avenue Cordele, GA 31015	4	Electrify America	Under discussion	Yes
755	I-75	180 N Lee Street Forsyth, GA 31029	4	Electrify America	Under discussion	Yes
756	I-75	1400 Hudson Bridge Rd. Stockbridge, GA 30281	4	Electrify America	Under discussion	Yes
757	I-75	860 Cobb Place Blvd. NW Kennesaw, GA 30144	10	Electrify America	Under discussion	Yes
758	I-75	1608 Bass Road Macon, GA 31210	4	Circle K	Under discussion	Yes
759	I-75	2233 Jodeco Road McDonough, GA 30253	6	EV Connect	Under discussion	Yes
7510	I-75	1125 Bucksnot Road Jackson, GA 30233	4	EVgo Network	Under discussion	Yes
7511	I-75	2201 E 16th Avenue Cordele, GA 31015	4	EVgo Network	Under discussion	Yes
7512	I-75	4460 Union Rd Tifton, GA 31794	4	Circle K	Under discussion	Yes
7513	I-75	7001 Russell Pkwy Fort Valley, GA 31030	6	ChargePoint	Under discussion	Yes
853	I-85	844 Cleveland Avenue East Point, GA 30344	8	Electrify America	Under discussion	Yes
854	I-85	5900 Sugarloaf Parkway Lawrenceville, GA 30043	4	Electrify America	Under discussion	Yes
855	I-85	30983 US Highway 441 Commerce, GA 30529	4	Electrify America	Under discussion	Yes

State Charging Location Unique ID	AFC Route	Location	Number of EV Ports	EV Network	Meets all requirements in 23 CFR 680	Intent to aide Fully Built Out determination
856	I-85	3333 Buford Dr Buford, GA 30519	4	Electrify America	Under discussion	Yes
857	I-85	3093 Steve Reynolds Blvd. Duluth, GA 30096	4	Electrify America	Under discussion	Yes
858	I-85	5888 Highway 53 Braselton, GA 30517	4	EVgo Network	Under discussion	Yes
859	I-85	1700 Monroe Drive NE Atlanta, GA 30324	4	Electrify America	Under discussion	Yes
8510	I-85	11156 Highway 106 Carnesville, GA 30521	4	EVgo Network	Under discussion	Yes
953	I-95	160 Pooler Pkwy. Pooler, GA 31322	6	Electrify America	Under discussion	Yes

Source: Plugshare.com

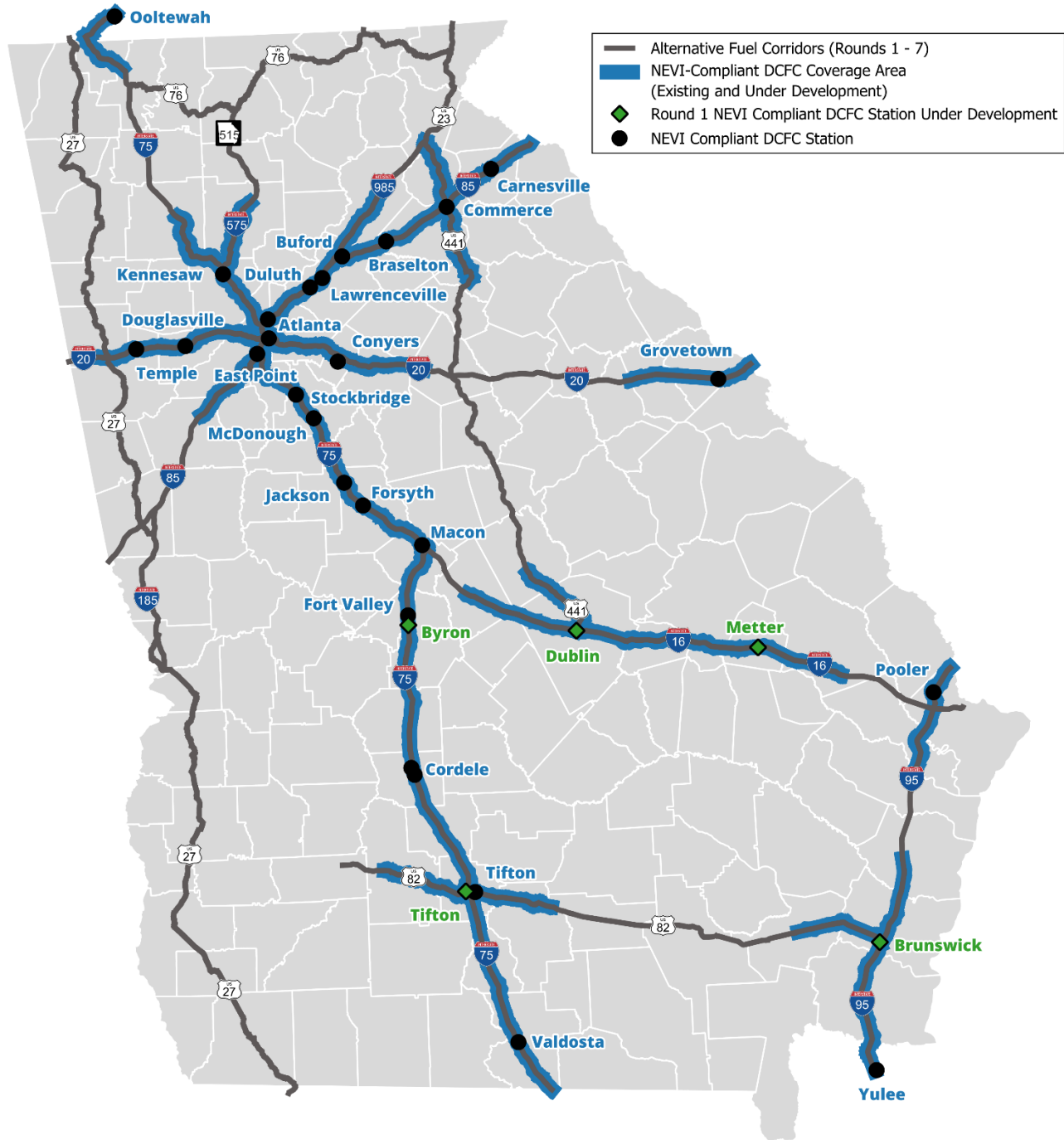


Figure 17: Existing and Under Development NEVI-Compliant DC Fast Chargers in Georgia

Source: Plugshare.com

Operating more than 60% of Georgia's DCFCs, the ChargePoint network includes 100 DCFC stations, mostly sited at fast-food restaurants, banks, hotels, and other smaller retail or local government sites. The largest owner of the ChargePoint networked stations is Georgia Power,



Georgia's major regulated investor-owned utility. Georgia Power received approval from the Public Service Commission to rate base these chargers, which provided the funding to deploy them. While very useful for community-based charging, none of these Georgia Power stations meets NEVI requirements as there are fewer than four total ports that charge at a rate less than 150kW.

#### 7.3.4.1 INFORMATION DISSEMINATION ABOUT EV CHARGING STATION AVAILABILITY

The U.S. Department of Energy Alternative Fuels Data Center and private-sector firms such as ChargeHub and PlugShare offer apps to help EV driving travelers find charging stations and assess their availability independent of vehicle manufacturer or charging network. EV manufacturers have also developed their own apps for drivers.

Additionally, there are queuing apps, such as ChargePoint's Waitlist that provide virtual queuing. The user of the app receives "a place in line" if the charging station's spots are occupied and is notified when the "next in line" spot is available. During ChargePoint's initial rollout of this feature, the company found that station utilization increased 20% on average and up to 45% at high-traffic stations.

To ensure drivers have maximum visibility into charging station location, pricing, and availability, Georgia will require that NEVI-funded charging stations publish this information so it may be available to EV drivers.

## 7.4 KNOWN RISKS AND CHALLENGES

Other public agencies in the U.S. have experience implementing contracts to construct EV charging stations. GDOT identified lessons learned and risks that could occur throughout the planning, procurement, installation and testing, and operations/ maintenance processes.

Based on this experience, many risks can be anticipated and mitigated in the planning stage. Station designers, utility companies, EVSE vendors, owner/operators, and others involved with responsibility at various stages of setting up EV charging stations should be identified early and assigned responsibilities to mitigate risk. A risk register is an important tool that can be kept and periodically updated from planning through construction and into operations.

The following table identifies some of the risks and challenges of EVSE development and steps to mitigate the risks.

Table 12: Known Risks and Challenges for EV Development

Risks and Challenges	Mitigation
<p><b>Viable Location</b> A NEVI compliant (4 x 150 kW) station requires significant real estate, which may not be available at many commercial sites. Where space is available, some property owners may be unwilling to offer the required space.</p>	<p>GDOT conducts due diligence to identify and characterize the available real estate typology where a NEVI compliant site is required. Should challenging locations be identified, GDOT may consider submitting a location waiver.</p>
<p><b>Low Customer Demand</b> Sites in some rural areas may have low EV traffic and low charging utilization rates, making a project less economically viable.</p>	<p>At locations where utilization rates are expected to be lower, GDOT considers offering subsidies during construction and operations up to the 80% Federal cap, and considers subsidizing the match requirement, if warranted.</p>
<p><b>Available Power</b> DCFC will require 3 Phase 480 V power. Not all potential sites have the required power infrastructure to host DCFC.</p>	<p>GDOT can share potential site locations with utilities who can provide feedback on existing power infrastructure, the make-ready costs, and the timeline to complete the make-ready work.</p>
<p><b>Demand Charges</b> DCFC requires high-power capacity, but relatively small amounts of energy consumed per charge. Utilities assess demand charges to compensate for providing the required power capacity. Demand charges can represent a large portion of the EV charger's electric bill, making economic viability challenging.</p>	<p>GDOT has developed a procurement framework to ensure fair competition while also addressing challenges posed by demand charges to the stations' economics.</p>
<p><b>Implementation Timelines</b> Given supply chain issues and Buy America requirements, lead times for compliant EVSE and electrical equipment can be long, potentially slowing down charging station deployment.</p>	<p>GDOT factors in appropriate lead times when developing requirements for installation timelines.</p>
<p><b>Permitting</b> Lengthy permitting processes can delay deployment of EVSE.</p>	<p>GDOT collaborates with local governments to consider means of streamlining the permitting process.</p>
<p><b>Equipment Standardization</b> The EV charging market is still in a nascent stage with several participants possessing different operating standards.</p>	<p>GDOT adopts standards for EVSE construction, testing, deployment, and O&amp;M. Following NEVI guidance helps to standardize installations across the country.</p>
<p><b>Charger Communication</b> Connectivity is important as a charger must be able to offer charger-to-EV communication as well as accept various payment methods. Cybersecurity must be provided to protect the information collected and exchanged.</p>	<p>GDOT proposes interoperability requirements for charger-to-EV communication to ensure that chargers are capable of the communication necessary to perform smart charge management. Stations shall include a contactless payment method that accepts major debit and credit cards and Plug and Charge payment capabilities using the ISO 15118 standard. A cybersecurity plan and contractual requirements have been developed to protect both the network and customers.</p>
<p><b>Equipment Protection</b> Equipment can experience excessive downtime due to vehicular damage and vandalism.</p>	<p>GDOT adopts specifications to protect equipment such as the use of curbs, bollards, retractable cords, and vandal resistant characteristics.</p>
<p><b>Charger Availability and Maintenance</b> Reliability and uptime are essential for a successful EV charging network. Assurances for charger uptime and maintenance represent key performance requirements for the NEVI funded chargers.</p>	<p>GDOT's implementation and procurement approach incorporate qualification criteria and contractual mechanisms to support the monitoring and enforcement of performance standards.</p>

## 8 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE DEPLOYMENT

To achieve the Plan's vision and goals, GDOT will deploy charging stations using NEVI funding to meet federal build-out requirements that fill gaps along interstates and non-interstate AFCs with the goal that the EV charging stations will eventually function without subsidies.

Through the competitive solicitation process, GDOT will identify partners who can best deploy the funds to meet the state's NEVI goals. GDOT will judiciously avail O&M subsidies that enable the private sector to make investments supporting areas with low near-term customer demand forecasts.

### 8.1 SITE SELECTION PROCESS

GDOT's initial work to identify approximate locations for competitive solicitations are discussed in this section. GDOT assessment criteria include:

- AADT as a proxy for potential charging station utilization (**Figure 12**).
- Connections to major cross highways to support the overall statewide EV network.
- Location of tourist destinations along a route.
- Existing real estate around the interchanges as a proxy for the availability of 3-phase power and the likelihood of amenities customers will seek while charging.

AADT and interconnections with major cross highways are easily quantifiable metrics using GDOT's traffic measurement tools. Highways and cross-highways are ranked numerically from highest to lowest traffic counts. Tourism is a good potential source of demand for EV charging as tourists typically travel longer distances and may have range anxiety when trip planning. Proximity to tourist destinations is therefore a key metric and potential sites are evaluated based on whether they are on the road to such destinations. Data for tourism is provided by GDEcD's Division of Tourism and included in the map in **Figure 18**:



To measure real estate suitability and market potential for hosting charging stations, GDOT analyzed economic activity and separated businesses into types such as gas stations, hotels, grocery stores, shopping centers, big box retailers, fast food restaurants, and full-service restaurants. Potential locations were evaluated for market potential on a low, medium, high scale.



Figure 19: Real Estate Scores and Scoring Criteria

Examples of interchanges, one with high market potential and one with low market potential are provided in **Figure 20**.

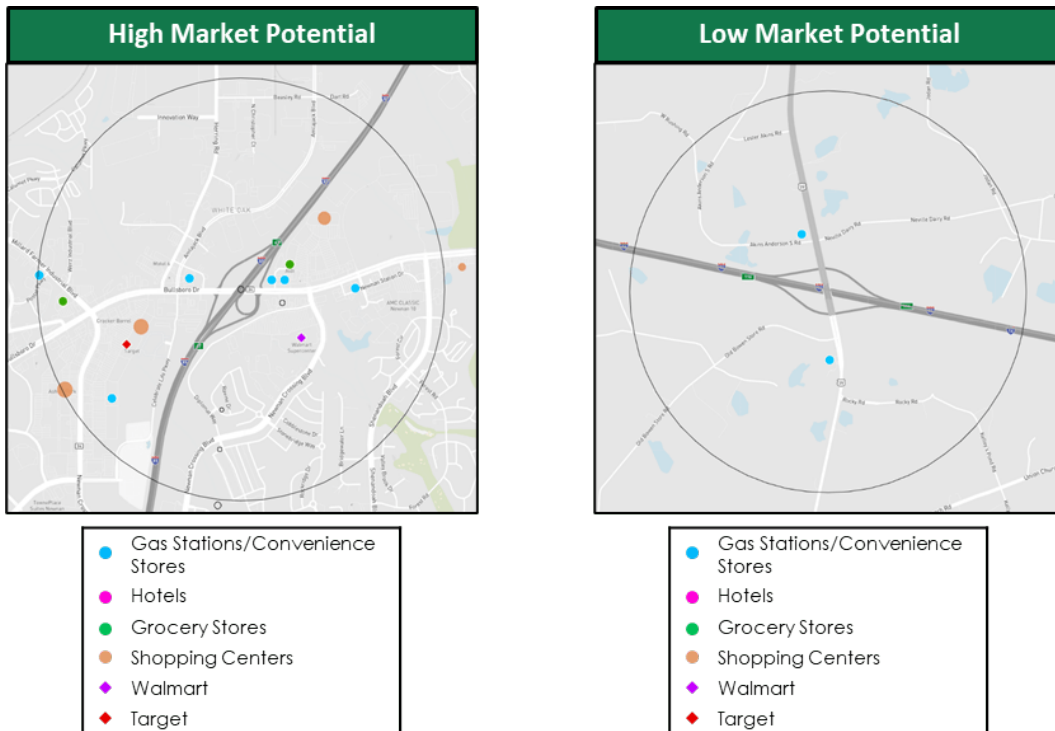


Figure 20: Examples of interchanges with High Market Potential and Low Market Potential

While a low market potential does not preclude the siting of an EV charger, these locations may require higher up-front investment to pay for electrical service to the site or may have a harder time attracting EV driving customers for the project to be financially viable.

This real estate analysis was used by GDOT to provide an indication of electrical load capacity and potential customer demand for EV charging - two key factors for successful EV charging facilities include:

1. **Electrical Capacity:** Typically, interchanges or intersections with several businesses, especially if some are big box retailers, grocery stores, or distribution centers, provides evidence of the potential availability of electrical transmission and distribution capacity - transformers, 3-phase wiring, etc. Based on these factors, such locations are assumed to have the electrical infrastructure to support NEVI-compliant chargers. In the example in **Figure 20**, the strong real estate score is given to an interchange because it has several businesses nearby requiring substantial electrical service. The weak real estate score is given to the interchange with very few businesses nearby and the resulting assumption that substantial electricity distribution network upgrades would be necessary to power a NEVI-compliant station.
2. **Customer Demand:** Interchanges or intersections with several businesses nearby indicate sufficient vehicle traffic to support economic activity. This could indicate whether there is (or is not) sufficient activity to support EV charging. In **Figure 19**, a strong real estate score is given to the interchange with several businesses (and different types of businesses) within the 1 mile area of the interchange. In the example with the weak real estate score, there are only two small gas stations within 1 mile of the interchange.

At interchanges or intersections within charging gaps along the AFCs, GDOT then applied the real estate scoring criteria. An example of the spatial and real estate analyses of a gap in the EV charging network at Tifton on I-75 is shown in **Figure 21**. In this example, the northern exits offer higher market potential as they host several hotels, gas stations, grocery stores, and a big box store. The most southern exit, on the other hand, has only one fueling/convenience store and one fast-food restaurant and may have less market potential from a real estate perspective.

While the real estate analysis is an effective proxy for the knowledge of electrical capacity, due to the high-power needs of an AFC NEVI compliant EV charging station, GDOT cannot confirm whether potential sites will have sufficient power immediately available and may need to await developers' and site hosts' attaining confirmation from the utility service provider.

GDOT chose to focus on five sites for the first round of procurement that would allow the state to progressively improve its procurement with an initial small set of sites. These specific sites were chosen for the first round to focus industry on locations that would provide coverage at key AFC interchanges. The five sites are Byron, Dublin, Metter, Tifton, and Brunswick, as seen in **Figure 22**.



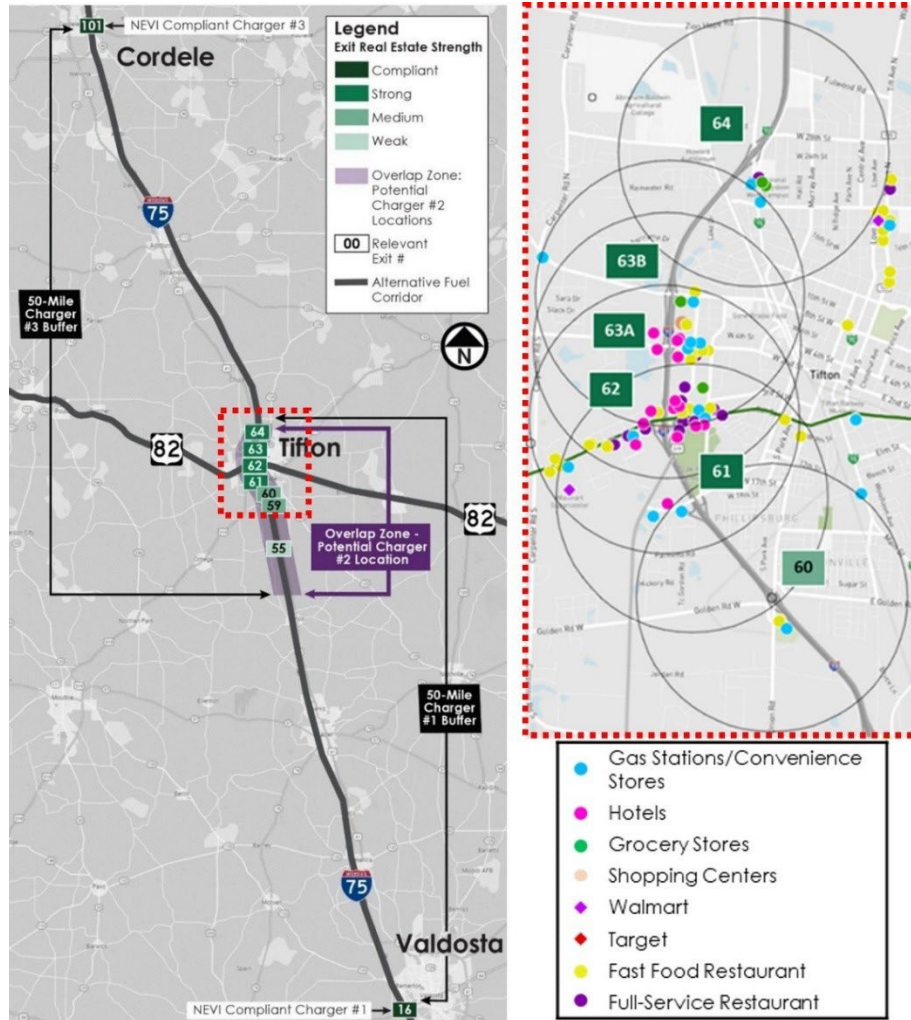


Figure 21: Spatial and Real Estate Analysis for EV Station Siting in South Georgia

For the second round of procurement GDOT adopted a similar approach to location selection while incorporating insights gained during the first procurement. A post award analysis of the first round of procurement revealed that there was a significant correlation between higher AADT and the number of proposers and bids. This confirmed GDOT's hypothesis that AADT is a good proxy for customer and business demand. Round 1 of the procurement also showed that proposers tended to bid with gas stations or fast-food restaurant site hosts. This insight led to a higher weighing of these real estate typologies in the selection of Round 2 locations.



solicitation and create P3s to advance the work of building out interstate AFCs to meet the 4 x 150 kW = 600 kW standard using these funds. Selected partners will be the owners and operators of charging stations funded through NEVI. As GDOT has approximately 33 gaps to fill, federal funding along with 20 percent partner match should be sufficient to complete all the AFCs with FY 2022 – FY 2024 funds. GDOT's intends to identify non-federal matching funds from partners through the competitive solicitation process. It is possible that certain EV charging locations in more remote areas along Georgia's AFCs may require funding from existing sources as the non-federal match.

### 8.3 2024 INFRASTRUCTURE DEPLOYMENTS/UPGRADES

GDOT intends to continue working with private partners to build out the state's interstate AFCs. While the site selection analysis summarized in Section 7.1 provides a fundamental understanding of the charging site potential along each AFC, GDOT, in its niche investor role, will look to private sector partners to identify exact charging locations through the competitive solicitation process.

At a high level, GDOT has identified approximately 33 remaining gaps in the AFC charging station network. All the charging stations are anticipated to be privately owned and operated. The EV network, the utility territories, anticipated ownership, and match funding will all be identified as part of the competitive solicitation that GDOT will conduct. GDOT notes that some of the gaps have existing DCFC that are geographically compliant but either lack sufficient overall station power, have too few ports, or do not use CCS ports. It is anticipated that such sites will be eligible to be upgraded as part of the program. The gaps in GDOT's AFC network are mapped in **Figure 22**.

The exact locations associated utilities and funding amounts for FY 2024, FY 2025 and FY 2026-funded charging sites will be determined through the next competitive solicitations with private partners. **Table 13** shows awarded sites to date with project agreements initiated, while **Table 14** lists stations planned to be awarded through Round 2 to reach fully built out status.

**Table 13: Round 1 Charging Stations with Project Agreements**

State Charging Location Unique ID	AFC	Location	Number of Ports	Estimated Quarter/Year Operational	Estimated Cost (NEVI Funding)	Funding Sources	New Location or Upgrade
952	I-95	2766 U.S. Highway 17 S Brunswick, GA 31523	4	Q4 2025	\$650,000	FY22/FY23	New Location
161	I-16 & US 441	2262 US 441 Dublin, GA 31021	4	Q3 2025	\$619,576	FY22/FY23	New Location
752	I-75	318 GA-49 Byron, GA 31008	4	Q2 2025	\$849,584	FY22/FY23	New Location
162	I-16	1205 S Lewis St, Metter, GA 30439	4	Q3 2025	\$686,407	FY22/FY23	New Location
754	I-75 & US 82	706 7th Street W Tifton, GA 31794	4	Q3 2025	\$825,182	FY22/FY23	New Location

**Table 14** below describes NEVI locations included in the Round 2 procurement – the results of this procurement will determine the exact locations and characteristics of each location. These locations are therefore subject to change.

**Table 14: Round 2 Planned Charging Stations**

Round 2 ID	State Charging Location Unique ID	AFC	Location	Number of Ports	Estimated Quarter/Year Operational	Estimated Cost (NEVI Funding)	Funding Sources	New Location or Upgrade
1	821	US 82	US 82 from Village St to Woodcrest Rd	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
2	4411	US 441	US 441 Exit 4, 6, 7, 8	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
3	271	US 27	US 27 / Tallahassee Rd; US 27 SR 97 / S West St; US 27 W Shotwell St / Old Quincy Rd; US 27 Spring Creek Rd; US 27 US 84 / Dothan Rd; US 27 from Dothan Rd to Birdsong Rd	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
4	761	US 76	US 76 from Nottely Dam Rd to Lakeview Dr	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
5	272	US 27	US 27 from E South Blvd to Mill Pond Rd	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
6	2010	I-20 & US 27	I-20 Exit 11	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
7	7514	I-75	I-75 Exit 293, 296, 306, 310	4	Q3 2027	\$1,000,000	FY24/FY25	New Location

Round 2 ID	State Charging Location Unique ID	AFC	Location	Number of Ports	Estimated Quarter/Year Operational	Estimated Cost (NEVI Funding)	Funding Sources	New Location or Upgrade
8	232	US 23 & US 76	US 23 / US 76	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
9	1851	I-185 & US 27	I-185 Exit 1; area approximately bounded by I-185, US 27, & GA 85 in Columbus, GA.	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
10	231	US 23 & US 441	US 23 / US 441	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
11	7516	I-75 & US 76	I-75 Exit 336	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
12	762	US 76 & SR 515	US 76 / SR 515	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
13	163	I-16	I-16 Exit 132, 137, 143	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
14	2011	I-20	I-20 Exit 130, 138	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
15	5751	I-575	I-575 Exit 27	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
16	273	US 27	US 27 from Derby Ln to W Reed Rd	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
17	274	US 27	US 27 from W Triple Tree Dr / Gray Rd to Hwy 113	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
18	8511	I-85	I-85 Exit 173, 177	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
19	275	US 27	US 27 from Julian Ward Rd to SR-39C	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
20	164	I-16	I-16 Exit 1, 2, 6, 12, 18, 24	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
21	2012	I-20 & US 441	I-20 Exit 114	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
22	4412	US 441	US 441 from Council McCranie Rd to Allen Memorial Dr SW	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
23	8512	I-85	I-85 Exit 44, 47	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
24	822	US 82	US 82 from Coochee Creek Rd to Pearson City Limits	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
25	276	US 27	US 27 from Sanders Ave SW to GA Department of Driver Services	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
26	164	I-16	I-16 Exit 162, 164, 166	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
27	2013	I-20	I-20 Exit 160, 165, 169, 172	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
28	953	I-95	I-95 Exit 58, 67, 76	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
29	823	US 82	US 82 from Garlington Ave to Peacock Rd / Driggers Ln	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
30	8513	I-85	I-85 Exit 2, 6	4	Q3 2027	\$1,000,000	FY24/FY25	New Location

Round 2 ID	State Charging Location Unique ID	AFC	Location	Number of Ports	Estimated Quarter/Year Operational	Estimated Cost (NEVI Funding)	Funding Sources	New Location or Upgrade
31	8514	I-85 & US 27	I-85 Exit 14	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
32	1852	I-185	I-185 Exit 30, 34, 42, 46	4	Q3 2027	\$1,000,000	FY24/FY25	New Location
33	9851	I-985	I-985 Exit 16, 17, 20, 22, 24	4	Q3 2027	\$1,000,000	FY24/FY25	New Location

**Figure 23** shows the gaps in the AFC network where EV charging infrastructure will be installed in relation to the existing status of DCFC compliance in Georgia's AFC network. The gap locations have been identified but are subject to change pending the competitive solicitation process. Given unknown contractual arrangements at sites that may be location compliant but not power compliant, GDOT is not able to determine at this time whether the gaps will be filled by upgrades or new builds. A detailed analysis of anticipated usage rates and peak demand has not been conducted and GDOT may require this to be the responsibility of program applicants.



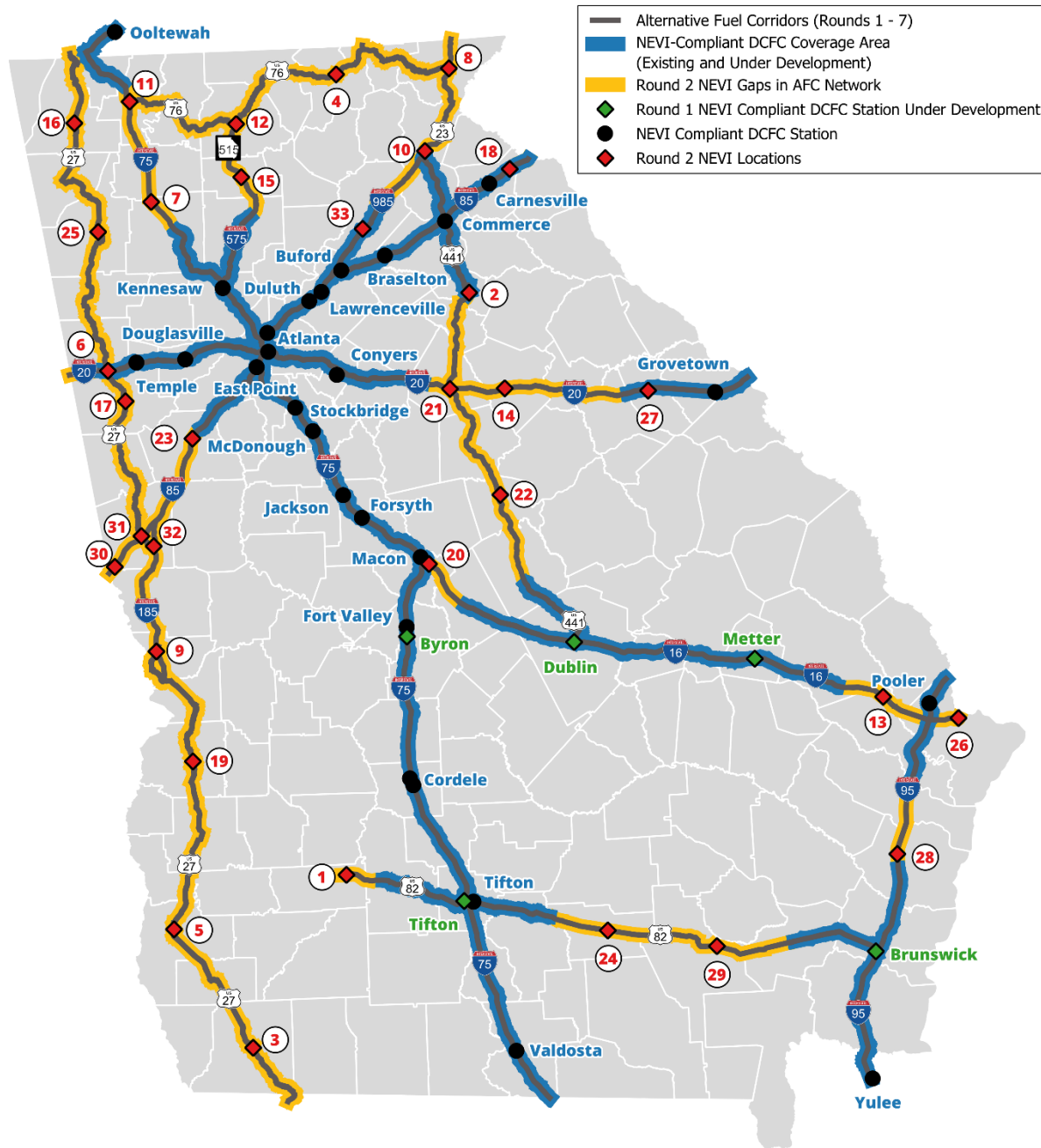


Figure 23: Alternative Fuel Corridors with Existing DCFC and Gaps in NEVI Compliance

### 8.3.1 Upgrades of Corridor Pending Designations to Corridor Ready Designations

GDOT does not anticipate applying to upgrade any of the current corridors from Corridor Pending to Corridor Ready in the next fiscal year.

### 8.3.2 Increases of Capacity/Redundancy along Existing AFC

GDOT will focus its early deployment efforts on building out Georgia's AFC network to NEVI standards of at least four 150 kW ports that can charge simultaneously at no greater than 50 miles apart within 1 mile of the designated AFC. Based on data collected from initial deployments, when additional capacity is needed to meet increased demand, GDOT will evaluate whether to add more ports to existing sites or to add additional sites with the standard four 150 kW plugs. GDOT is also evaluating the option of installing even higher power chargers at some locations.

### 8.3.3 Electric Vehicle Freight Considerations

The 2023 State Freight Plan indicates that trucks currently carry approximately 80% of the weight of freight and are anticipated to carry 87% of the freight in Georgia by 2050.<sup>[17]</sup> When measured in vehicle volumes, truck-transported freight is primarily carried on Georgia's state freight network, seen in the map below, which consists of the interstates in the National Freight Network plus strategic state and U.S. highways.

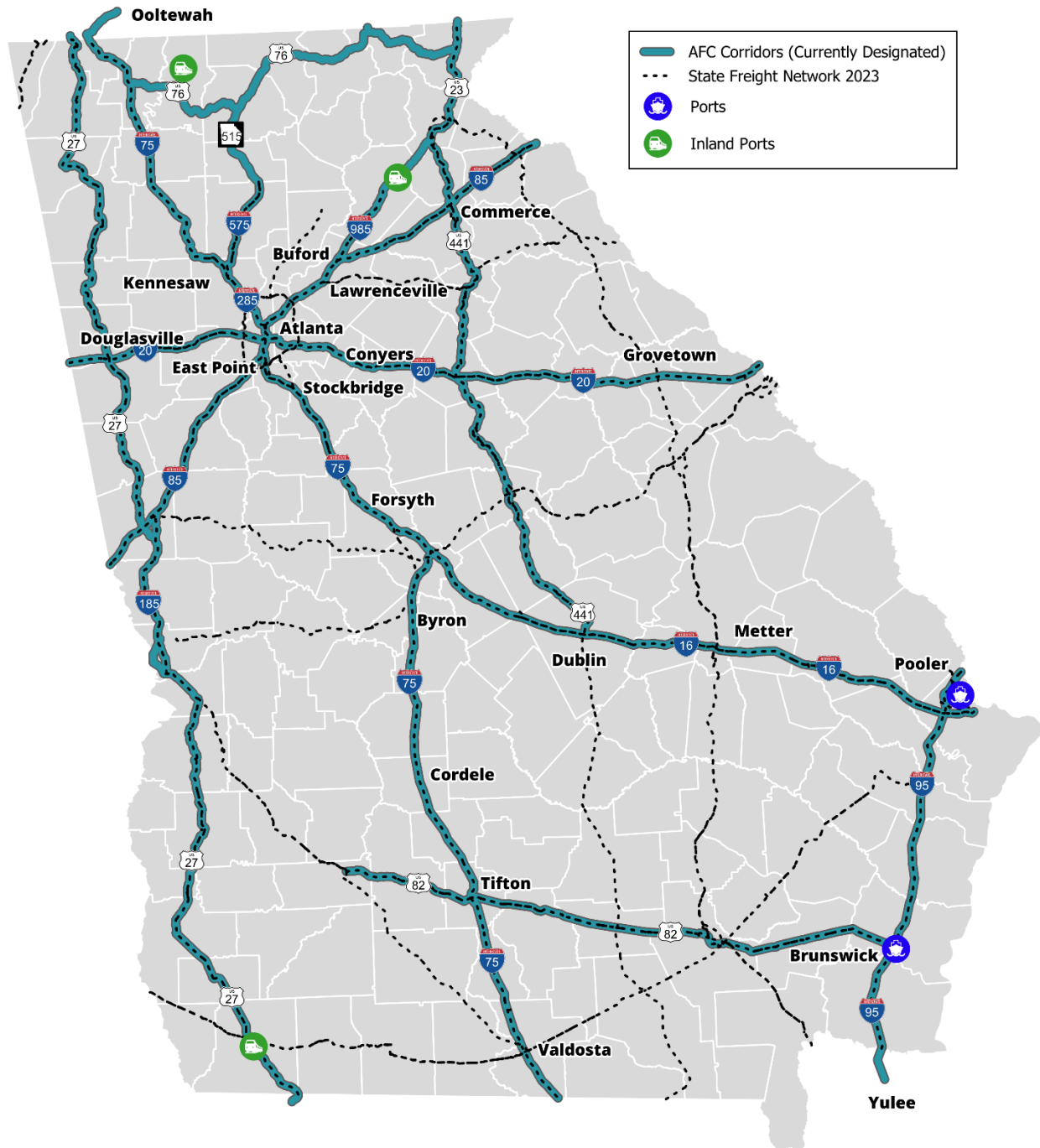


Figure 24: Georgia State Freight Network, Port Assets, and Alternative Fuel Corridors

As a major intermodal (rail/truck) hub, the Port of Brunswick is the second busiest port for roll-on/roll-off cargo in the United States, trailing only Baltimore.<sup>[18]</sup> While a major component of traffic throughout the state, truck flows are highest in the Atlanta and Savannah metropolitan

areas. Atlanta's warehousing sector has also grown very rapidly in recent years, increasing the demand for truck-based freight. In early 2023, it was the sixth largest industrial big-box market in the United States.<sup>[19]</sup>

The Port of Savannah, managed by the Georgia Ports Authority (GPA), is the largest and fastest growing container terminal in North America<sup>[20]</sup> and enables overnight freight service to a five-state region. The Georgia Ports Authority is investing over \$65 million to expand the container yard at the Port of Savannah's Ocean Terminal <sup>[21]</sup> as well as a \$260 million investment to expand cargo storage facilities at the Port of Brunswick.<sup>[22]</sup>

Georgia currently also has two intermodal "inland ports" – one in Bainbridge and the Appalachian Regional Port in northwest Georgia near Dalton that are part of a freight demand dissemination strategy to leverage the benefits of intermodal strategies and reduce trucking's impact on Georgia roads. Additional inland ports are under consideration and development, including Northeast Georgia Inland Port near Gainesville.

Electrification of vehicles in the freight sector, while generally less advanced than that of other transportation sectors, is being evaluated by GDOT in collaboration with freight stakeholders. GDOT will continue to explore the potential of electrifying freight movement as a follow up to the 2023 State Freight Plan and as GDOT contemplates design criteria for charging stations in its procurement process.

A major nexus of vehicle electrification is occurring at the Georgia Ports Authority, which is actively pursuing emission reductions at port facilities in Savannah and Brunswick.<sup>[23]</sup> GDOT will continue monitoring these developments for possible opportunities to support freight electrification along key corridors to bring the benefits of noise reduction, emissions reductions, and improved working conditions for truck drivers to businesses in and communities impacted by the logistics sector.

### 8.3.4 Public Transportation Considerations

GDOT's Intermodal Division coordinates several programs that ensure funding, participation, and quality assurance for Georgia's transit riders. While GDOT's initial focus is to build out and receive certification of all its AFCs, GDOT will evaluate opportunities to partner with transit agencies for electrification of their fleets as the program evolves. Options considered or specific plans will be addressed in future NEVI Plan updates

## 8.4 FY24-26 INFRASTRUCTURE DEPLOYMENTS

To fund Round 2 contracts, Georgia anticipates using FY 2024 and FY 2025 funding to build out AFCs. Similar to its use of FY 2022 and FY 2023 NEVI funding and leveraging at least 20% match in non-federal funds from private or public sources to pay for NEVI deployments. Following federal guidance, GDOT will require that NEVI-funded EVSE be Buy America compliant.

Once the U.S. Secretary of Transportation has certified Georgia's AFCs as built out to NEVI-standards, GDOT will expand NEVI-funded EVSE deployments to address opportunities that are still under evaluation. At a high level, the overall strategy will prioritize the following, as allowable by Federal regulations:

1. Corridors (AFCs, additional corridors)
2. Market segments (freight, fleets)
3. End-use cases (destination charging, community charging, hubs)

Through the competitive solicitation process discussed in **Chapter 5**, GDOT will seek to identify and qualify partners who can deploy funds into site locations that meet NEVI requirements with a minimum of four 150 kW chargers placed at most 50 miles apart, within 1 mile of a corridor. Further, GDOT will seek to leverage its federal funding in the context of these priorities. GDOT will seek to maximize the effectiveness of federal funding by offering the minimum subsidy necessary to enable the private sector to invest capital and fund the O&M costs of the EV charging stations. Annual federal apportionment (subject to appropriation) and matching funds are expected to follow the values noted in **Table 15**.

**Table 15: Expected FY22-FY26 Annual Federal and Matching Funds**

NEVI Program	FY2022	FY2023	FY2024	FY2025	FY2026	Total
Total Funds	\$1,000.0M	\$1,000.0M	\$1,000.0M	\$1,000.0M	\$1,000.0M	\$5,000.0M
1.5% Administrative takedown	\$15.0M	\$15.0M	\$15.0M	\$15.0M	\$15.0M	\$75.0M
JPO start-up set aside	\$300.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$300.0M
10% State and local set aside	\$70.0M	\$100.0M	\$100.0M	\$100.0M	\$100.0M	\$470.0M
Total Available for States	\$615.0M	\$885.0M	\$885.0M	\$885.0M	\$885.0M	\$4,155.0M
<b>GDOT's NEVI Funding (80% maximum)</b>	<b>\$19.9M</b>	<b>\$28.8M</b>	<b>\$28.8M</b>	<b>\$28.8M</b>	<b>\$28.8M</b>	<b>\$135.0M</b>
Matching funds (20% minimum)	\$5.0M	\$7.2M	\$7.2M	\$7.2M	\$7.2M	\$33.8M

Source: *Bipartisan Infrastructure Law, \*5-year National Electric Vehicle Infrastructure Funding by State*

## 8.5 STATE, REGIONAL, AND LOCAL POLICY

GDOT will continue state, regional, and local policy discussions with stakeholders identified in **Chapter 3**. The GDOT Office of Planning will also coordinate with bordering states to ensure that interstate AFCs meet NEVI requirements while not creating redundant charging station investments.

**Figure 25** and **Table 16** summarize the plan to coordinate with border states.

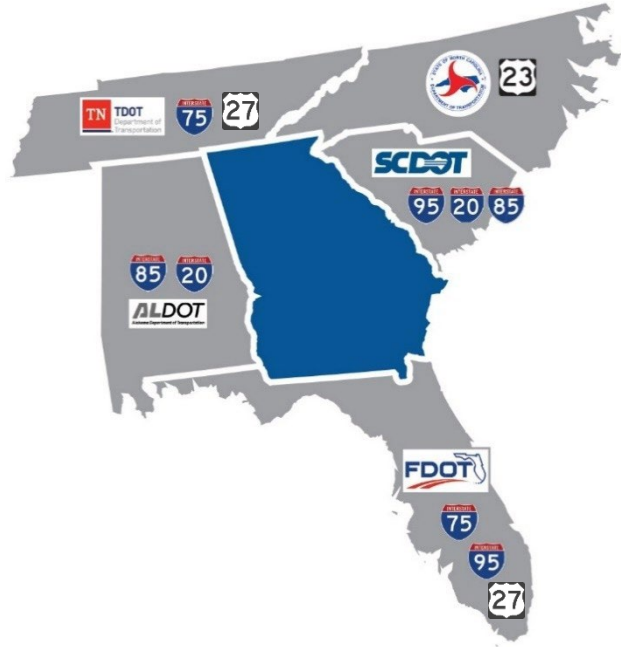


Figure 25: EV Planning Coordination with Border States

Table 16: Border State Coordination

Border State	Stakeholders	AFC Coordination
Alabama	ALDOT, Clean Cities Alabama	I-85 and I-20
Florida	FDOT, Drive Electric Florida	I-75, I-95 and US 27
North Carolina	NCDOT, Clean Cities North Carolina, Plug-in NC	US 23 and SR 515
South Carolina	SCDOT – Engineering Support, Palmetto Clean Fuels	I-95, I-20, and I-85
Tennessee	TDOT, Drive Electric Tennessee	I-75 and US 27

**Future Border State Coordination Opportunities**

- Alabama:** As of July 2024, Alabama has issued a request for application that closed in late January and is pending award. The request for application prioritized sites along I-20 and I-85 which would tie into Georgia's AFC network. Alabama also prioritized sites along I-59 which would reach the Georgia border, though not with a Georgia AFC.
- Florida:** As of July 2024, Florida has not identified new locations or issued their request for application using NEVI funds. FDOT's AFC network includes I-75, I-95, and US 27 which tie into Georgia's AFC network. The I-95 corridor has a DCFC charging station built in Yulee, Florida and provides coverage on the Georgia network up to the Brunswick charging station currently under development. Additionally, Florida's network includes US 17, US 301, and US 441 that extend to the Georgia border, but are not designated as AFCs in Georgia. GDOT will continue to coordinate with FDOT and FHWA to consider additional connectivity given the importance of hurricane evacuations along these corridors.



- North Carolina:** As of July 2024, North Carolina has begun its procurement using NEVI funds, but none of the priority sites connect with Georgia's AFC network. Georgia's segment of US 23 is an AFC that leads from its border to North Carolina into I-985 and the metro Atlanta area. US 23 is not listed as an AFC in North Carolina, nor was it nominated in Round 7. Georgia's US 76/SR 515 AFC has a small section of SR 515 that travels into North Carolina but does not connect to a North Carolina AFC. GDOT will coordinate with NCDOT and FHWA to provide a solution and consider the importance of tourism along this corridor.
- South Carolina:** As of July 2024, South Carolina has not identified new locations or a procurement using NEVI funds. SCDOT's AFC network includes I-95, I-20, and I-85 which tie into Georgia's AFC network. GDOT will coordinate with SCDOT on ensuring the distances between NEVI-compliant stations are within the FHWA 50 mile distance requirements.
- Tennessee:** As of July 2024, Tennessee has begun their NEVI procurement process and awarded Round 1 sites, including a site west of Chattanooga on I-24 near the Georgia border. I-24 has a very short four-mile segment crossing into Georgia territory and is not a Georgia AFC. The Chattanooga site provides coverage for the segment of I-24 that loops into Georgia from Tennessee. Georgia's network has two AFCs extending to the Tennessee border, I-75 and US 23, but do not tie into Tennessee's AFC network.

## 8.6 PLANNED CHARGING STATIONS

Round 1 procurement awarded contracts to five developers to each build out a charging station.

## 8.7 PLANNING TOWARDS A FULLY BUILT-OUT DETERMINATION

As of July 2024, GDOT has initiated its second procurement to solicit bids for locations that will fully build out all the AFCs. The exact timing of this build-out will depend on several factors, including how quickly developers can execute on the installation of new chargers. As indicated above, GDOT has planned to solicit bids for approximately 33 additional stations to fully build out the gaps in the current AFCs, for a total of 38 stations including those procured in the Round 1.

**Table 17: Planning Fully Built-Out Determination**

How many stations are still needed to achieve Fully Built Out status (based on the State's EV AFCs as of the date of this update's submission)?	<b>33</b>
Provide the estimated month/year to achieve Fully Built Out status:	<b>August 2027</b>

## 8.8 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE DEPLOYMENT AFTER BUILD OUT

GDOT is focused on reaching fully built-out status of AFCs per FHWA's definition and requirements. Once this has been achieved, GDOT will determine its next focus of EVSE deployment. At this point, GDOT is considering expanding NEVI Formula funded deployments to additional priority areas, including adding charging stations for currently underserved communities, incentives for battery storage at existing charging locations and supporting heavy-duty truck electrification through charging infrastructure.

Consistent with the approach utilized for Round 1 and Round 2 procurements for charging stations, GDOT will continue to consult with stakeholders to gather input.

GDOT anticipates deployment will continue through competitive solicitations, in compliance with FHWA requirements and state law.

## 9 IMPLEMENTATION

As indicated in **Chapter 5, Contracting**, and **Chapter 8, Electric Vehicle Charging Infrastructure Deployment**, GDOT has engaged in multiple competitive solicitations for project partners to own, operate, and maintain charging stations funded through the NEVI program. After receiving FHWA approval of Georgia's NEVI Plan and after the first procurement, GDOT continued stakeholder engagement to determine the most efficient way to conduct its competitive solicitation for project partners.

As part of the competitive solicitation process, GDOT developed a standard contract to work with project partners that includes all state and federal requirements as well as key performance indicators that align with the state's goals and enforcement provisions to ensure that work is being conducted in accordance with these priorities and there is continuous compliance over the life of the contract.

### 9.1 STRATEGIES FOR EVSE OPERATIONS AND MAINTENANCE

After EV charging stations have been tested and placed in service, EV drivers and the community will rely on owner/operators to keep charging stations in good working order during and after the five-year NEVI-funded operating period. GDOT is aware of challenges some providers may have with maintaining uptime in this emerging market. Therefore, GDOT will aim to consider methods that minimize incidences of and ensure prompt repair of damaged cords or equipment, broken screens, unreliable communication, and other similar issues to maintain the 97 percent uptime requirements of NEVI, as best as possible. GDOT has included provisions in the contracts for NEVI-funded chargers to ensure compliance with uptime requirements. NEVI-funded chargers will have a call number so equipment or operational problems can be reported and resolved expeditiously. Through well-defined Key Performance Indicators, GDOT is seeking to ensure that all parties involved understand and

meet their responsibilities to reinforce drivers' confidence in purchasing and driving EVs throughout Georgia.

**Figure 26** lists the considerations for EV charging O&M that are reviewed prior to each RFP process.

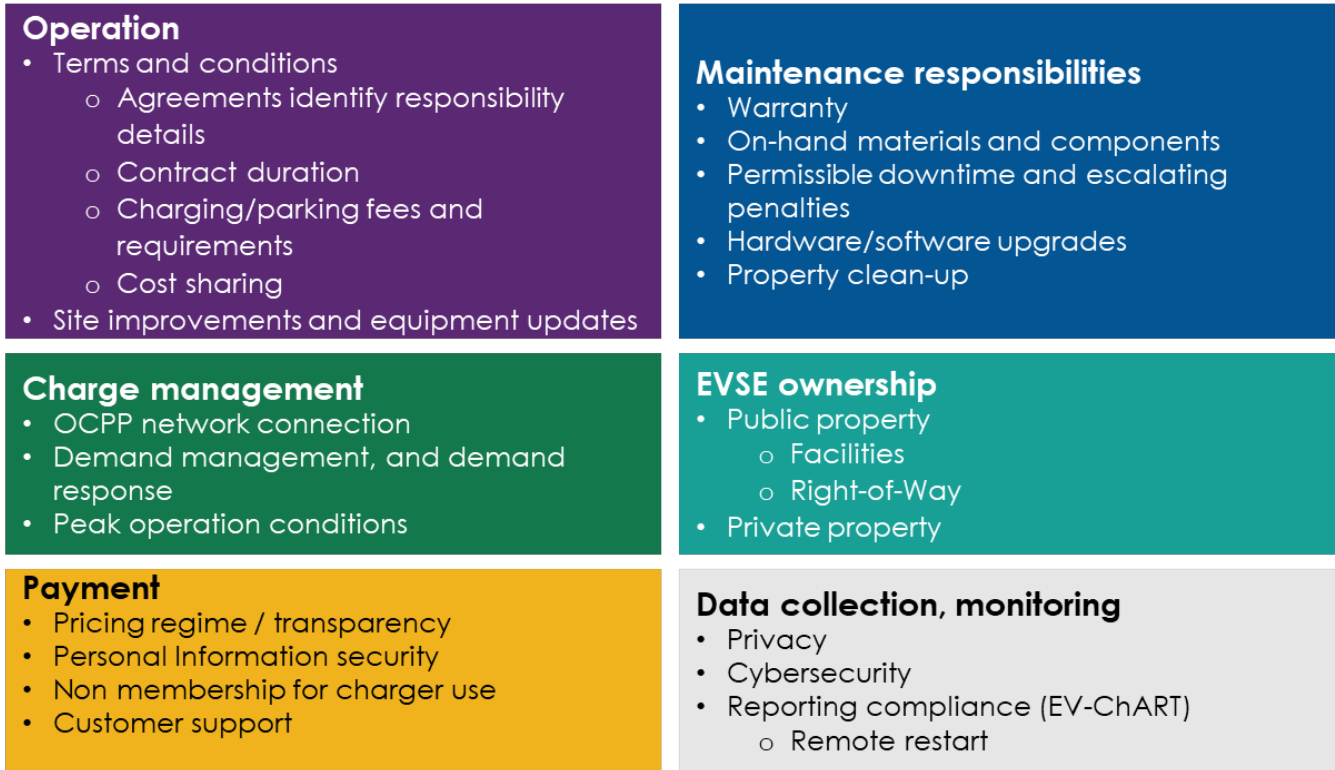


Figure 26: Considerations for EV Charging Operations and Maintenance

## 9.2 STRATEGIES FOR IDENTIFYING EV CHARGING SERVICE PROVIDERS AND STATION OWNERS

GDOT will continue to engage with current and potential charging site hosts that could house most of Georgia's charging stations. In some cases, these hosts report that they prefer to partner with a third-party to own and operate the EVSE.

Convenience store and gas station operators are logical candidates to offer charging services for EVs given that they currently provide fueling services to the nation's drivers. Additionally, their business model aligns well with NEVI requirements, including accessibility 24 hours a day, amenities, attendants who can monitor and rapidly report and remedy EVSE operational issues, and cybersecurity for payment of EV charging fees. Larger retailers are willing to engage a third party to own and operate charging stations while fuel/convenience store

operators report that they prefer to own and operate the EVSE to fully manage the customer experience.

GDOT intends to act as a niche investor in the build out of an infrastructure network to serve EVs where there is both a clear customer demand for EV infrastructure and limited private sector ability to invest without subsidy. Based on interest and feedback from charging service providers, station owners, and existing and potential hosts, GDOT is confident there will be sufficient private-sector interest in executing its NEVI program.

### 9.3 STRATEGIES FOR EVSE DATA COLLECTION AND SHARING

Ongoing data collection and sharing are required to meet Federal requirements and support continuous program improvement, including compliance with the EV-ChART tool submissions. GDOT will require data collection and sharing through RFP specifications, proposal and bid evaluation, and contract documents. Data privacy and cybersecurity are also a primary concern and addressed in **Chapter 12**.

GDOT has included data collection and data sharing requirements that meet Federal regulations and State law. These requirements are included in the RFP specifications, proposal and bid evaluation, and all contract documents. The February 28, 2023, Final NEVI Rules <sup>[24]</sup> outlined specific data collection and sharing requirements. The data requirements included in the Final Rules and the RFP documents follow:

#### One-Time Data Submittal

- The name and address of the private entity(ies) involved in the O&M of chargers;
- Distributed energy resource installed capacity, in kW or kWh as appropriate, of asset by type (e.g., stationary battery, solar, etc.) per charging station;
- Charging station real property acquisition cost, charging equipment acquisition and installation cost, and distributed energy resource acquisition and installation cost; and
- Aggregate grid connection and upgrade costs paid to the electric utility as part of the project, separated into:
  - Total distribution and system costs, such as extensions to overhead/underground lines, and upgrades from single-phase to three-phase lines;
  - Total service costs, such as the cost of including poles, transformers, meters, and on-service connection equipment.

#### Quarterly Data Submittal

- Charging station identifier associated with the following data. This must be the same charging station name or identifier used to identify the charging station in data made available to third-parties;
- Charging port identifier. This must be the same charging port identifier used to identify the charging port in data made available to third-parties;

- Charging session start time, end time, and any error codes associated with an unsuccessful charging session by port;
- Energy (kWh) dispensed to EVs per charging session by port;
- Peak session power (kW) by port;
- Payment method associated with each charging session;
- Charging station port uptime, T\_outage, and T\_excluded calculated in accordance with the equation in 23 CFR § 680.116(b) for each of the previous 3 months;
- Duration (minutes) of each outage.

### **Annual Data Submittal**

- Maintenance and repair costs per charging station for the previous year;
- Identification of and participation in any state or local business opportunity certification programs including but not limited to minority-owned businesses, Veteran-owned businesses, woman- owned businesses, and businesses owned by economically disadvantaged individuals.

### **Annual Community Engagement Outcomes Report**

- Each NEVI plan will include a description of community engagement activities completed to gather input and feedback to help prepare the state NEVI Plan update.

### **Third-Party Data Sharing**

- Unique charging station name or identifier;
- Address (street address, city, state, and zip code) of the property where the charging station is located;
- Geographic coordinates in decimal degrees of exact charging station location;
- Charging station operator name;
- Charging network provider name;
- Charging station status (operational, under construction, planned, or decommissioned);
- Charging port information:
  - Number of charging ports;
  - Unique port identifier;
  - Connector types available by port;
  - Charging level by port (DCFC, AC Level 2, etc.);
  - Power delivery rating in kilowatts by port;
  - Accessibility by vehicle with trailer (pull-through stall) by port (yes/no);
  - Real-time status by port in terms defined by Open Charge Point Interface 2.2.1;
- Pricing and payment information:
  - Pricing structure;
  - Real-time price to charge at each charging port, in terms defined by Open Charge Point Interface 2.2.1; and
  - Payment methods accepted at charging station.

## 9.4 STRATEGIES TO ADDRESS RESILIENCE, EVACUATION AND SEASONAL NEEDS

Planning for EVs in emergency conditions needs to consider the challenges and opportunities unique to the new technology and the still nascent market and policy frameworks which support it. GEMA, Georgia's lead agency for coordination of emergency and disaster response, has developed a six-stage categorization for responding to emergencies based on gradually shifting operating conditions to accommodate foreseeable emergencies (**Table 18**).

GDOT coordinates with GEMA and other state agencies, including the Georgia State Patrol (GSP), to respond to weather-related events and emergencies. The three organizations share an incident management command center in Atlanta, known as the State Operations Center.

To prepare for hurricanes, the state developed the GDOT Hurricane Plan<sup>[25]</sup> which is compliant with the requirements of the Federal National Incident Management System.

To respond to winter weather events, GDOT leads response teams that monitor and respond to wintry conditions on interstates and state routes. Tools at GDOT's disposal include tankers to dispense brine on roadways to prevent ice buildup, multilane tow plows to clear snow and ice, dump trucks to distribute salt and gravel, and roadway sensors to provide real-time conditions.

**Table 18: GDOT Emergency Operating Conditions Matrix**

Stage	Condition	Activities
OPCON-5 Preparations	Normal operations and weather monitoring	<ul style="list-style-type: none"> <li>▫ Conduct normal operations and monitor weather</li> <li>▫ Update guidelines to reflect new conditions/lessons learned</li> <li>▫ Conduct training and public outreach</li> </ul>
OPCON-4 Enhanced Monitoring	Potential impacts within 120 hours	<ul style="list-style-type: none"> <li>▫ Maintain situational awareness and monitor weather</li> <li>▫ Develop staffing roster for ESF activation</li> <li>▫ Conduct maintenance checks on equipment</li> </ul>
OPCON-3 Alerting/ Strategic Planning	Potential impacts within 72 hours	<ul style="list-style-type: none"> <li>▫ Make decision to implement hurricane weather plan</li> <li>▫ Notify ESF-1 staff of possible activation</li> <li>▫ Monitor need for contractor staff</li> <li>▫ Prepare GDOT crews for travel to staging sites</li> <li>▫ Notify Traffic Management Center staff</li> <li>▫ Coordinate stranded motorist assistance programs</li> <li>▫ Determine need for I-16 contraflow activation</li> </ul>
OPCON-2 Readiness and Staging	Potential impacts within 48 hours	<ul style="list-style-type: none"> <li>▫ Begin hurricane operations with staff</li> <li>▫ Coordinate with ESF-13, Department of Public Safety, for escort vehicles for hurricane operations</li> <li>▫ Begin I-16 contraflow (if needed)</li> <li>▫ Notify contractors of potential need</li> <li>▫ Move crews to staging sites</li> <li>▫ Staff ESF-1 desk in State Operations Center</li> </ul>



Stage	Condition	Activities
OPCON-1 Final Staging	Potential impacts within 24 hours	<ul style="list-style-type: none"> <li>▫ Continue hurricane operations</li> <li>▫ Coordinate with ESF-13, Department of Public Safety, for escort vehicles for hurricane operations</li> <li>▫ Stage emergency trailers and response vehicles</li> <li>▫ Notify needed contractors to stage</li> <li>▫ Identify potential impacts for critical infrastructure and coordinate potential treatments</li> <li>▫ Identify bridge teams and priorities for inspections</li> </ul>
Response	Impact plus 72 hours	<ul style="list-style-type: none"> <li>▫ Deploy response vehicles from staging areas</li> <li>▫ Start second round of hurricane operations</li> <li>▫ Coordinate with GDOT contractors for needed equipment</li> <li>▫ Assign trucks to routes and enforce this action</li> <li>▫ Remove debris from roadways</li> <li>▫ Set up traffic control for I-16 contraflow</li> <li>▫ Identify road closures and coordinate with ESF partners on available routes</li> <li>▫ Coordinate with multi-agency teams to assist in clearing route</li> </ul>

Source: GDOT Hurricane Plan, November 2019

GDOT and GEMA have identified certain state routes, US routes, and interstate highways as official hurricane evacuation routes that are the subject of advanced strategic planning and preparation. US 27 has been labeled “Corridor-Pending” as an AFC – the southern half of which is a key evacuation route that ties into Florida (where US 27 is already an approved AFC). I-75, I-16, and US 82 are AFCs that have segments that are also evacuation routes. **Figure 27** depicts these routes.

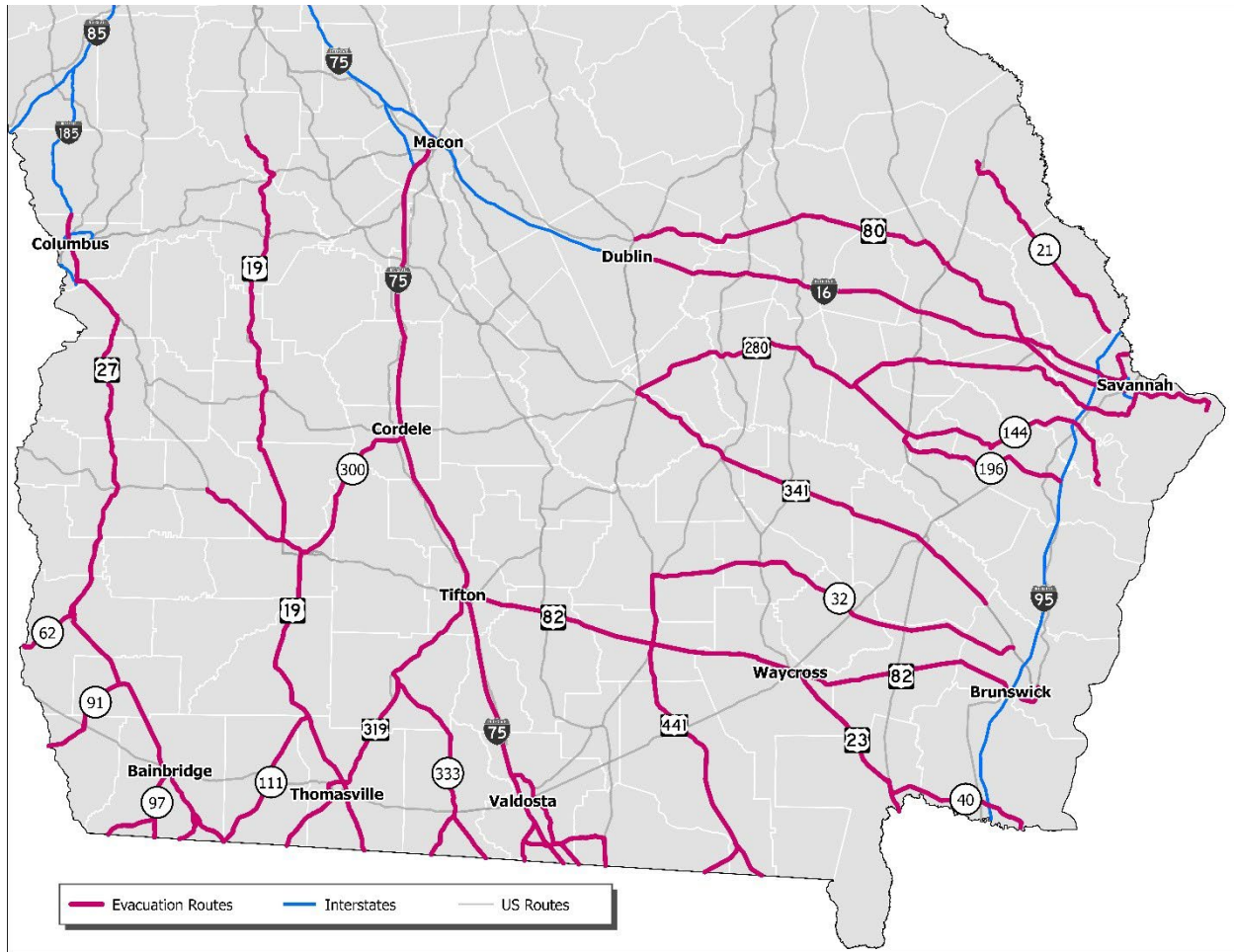


Figure 27: Georgia Hurricane Evacuation Routes

Source: Georgia Emergency Management Agency

GDOT, GEMA, and GSP are preparing for emergencies in relation to EVs. Electrification will require a substantial re-evaluation of how to manage the evacuation of large numbers of people and vehicles from Georgia's coast, South Carolina, Florida, and Alabama to inland areas. Any adjustments will then need to be reflected in each of Georgia's Emergency Operating Conditions.

Emergency preparedness for EVs concerns the temporary provision of battery charging for EVs along corridors identified as evacuation routes. It entails collaboration with utilities, border states, local governments, and DOT rapid response teams. From a federal emergency management perspective, EVs would fall under Emergency Support Function (ESF)-1 – Transportation, and ESF-12 – Energy, which govern the roadways and utilities used by EVs in evacuation conditions. ESF-12, in coordination with ESF-7, "assists Federal departments and agencies by locating fuel for transportation, communications, emergency operations, and national defense..." Georgia will coordinate with the federal emergency response process and seek grant funding to defray the cost of emergency preparedness for EVs.

## 9.5 STRATEGIES TO PROMOTE STRONG LABOR, SAFETY, TRAINING, AND INSTALLATION STANDARDS

It's important for Georgia to ensure that entities and individuals working on EV charging infrastructure are appropriately trained and qualified to perform the work. Contractors must demonstrate their technical skill to perform all aspects of the work as well as conform to all federal, state, and local laws or guidelines. See **Figure 28** for a high-level workforce readiness plan. The TCSG aims to train Georgia's workforce, including from underserved populations, and employees of small businesses. As such, partnering with universities, technical colleges, and other state and private organizations will be key to growing a prepared workforce.

Installation Requirements	Safety Compliance and Standards	Training	Qualifications
<ul style="list-style-type: none"> <li>• DCFC 4x150KW</li> <li>• Equipment certification                             <ul style="list-style-type: none"> <li>» UL or equivalent</li> <li>» National standards</li> <li>» Local standards</li> </ul> </li> <li>• Permitting</li> <li>• Procurement</li> <li>• Distribution</li> <li>• Panel/metering</li> <li>• ADA compliance                             <ul style="list-style-type: none"> <li>» Access</li> <li>» Reach</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Standards                             <ul style="list-style-type: none"> <li>» NFPA</li> <li>» National electric code</li> <li>» IEEE</li> <li>» Local standards</li> </ul> </li> <li>• Emergency shutoff for Electric vehicle supply equipment</li> <li>• Emergency response plan</li> </ul>	<ul style="list-style-type: none"> <li>• Local workforce                             <ul style="list-style-type: none"> <li>» GaDOE</li> <li>» EVI Training program</li> <li>» Community colleges</li> </ul> </li> <li>• Job classes                             <ul style="list-style-type: none"> <li>» Electricians</li> <li>» Inspectors</li> <li>» Utility workers</li> <li>» Automotive technicians</li> </ul> </li> <li>• Local agency oversight                             <ul style="list-style-type: none"> <li>» Plan reviews</li> <li>» Fire department</li> <li>» Weights and measures inspectors</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Prequalification                             <ul style="list-style-type: none"> <li>» State DOT</li> <li>» DBE/small business Requirements</li> </ul> </li> <li>• Contractor experience</li> <li>• Certifications</li> </ul>

**Figure 28: Workforce Readiness Plan**

As a collaboration of automakers, EVSE manufacturers, educational institutions, utility companies, electrical industry professionals, and others, Electric Vehicle Infrastructure Training Program (EVITP) is offering training courses through programs such as the Atlanta Joint Apprenticeship and Training Committee to ensure electricians are certified to do EVSE work. The International Brotherhood of Electrical Workers (IBEW) offers EVITP training and has a robust apprenticeship program available at five locations across the state. Additionally, the GaDOE is working to develop a pathway of courses to support a career in the electric vehicle industry.

Electrical and general contractors and EVSE operators must all be aware of state and local permitting requirements, electrical codes, mandates such as Buy America, and utility company standards. Given EVSE work involves high-power circuits, training and the proper qualifications are imperative. Each employee working on EVSE must be trained in, and familiar with, safety-related practices and procedures. As vehicle and EVSE technology are advancing at a rapid pace, designers, vendors, and contractors must ensure employee skills are regularly updated.

Georgia is committed to working with public and private agencies, and small businesses to ensure that the workforce is trained and ready to deliver the projects to support and promote EV adoption in the state.

## 10 EQUITY CONSIDERATIONS

Georgia's NEVI Plan addresses equity considerations, as it continues to be implemented through engagement with rural, underserved, and disadvantaged communities and stakeholders to satisfy the goals outlined in the Justice40 Initiative, as elaborated by guidance from the USDOE and USDOT. Previous sections have explained how GDOT is incorporating equity considerations throughout its solicitation process by including scored components for Proposers that can bring benefits to DACs. This section addresses how DACs are identified and engaged.

GDOT recognizes the impacts new transportation infrastructure and related energy systems may have on rural and historically disadvantaged communities and is committed to implementing an EV program that is convenient, reliable, affordable, and equitable for all users.

Transportation electrification provides an opportunity to address social equity concerns such as air quality and energy burden. Electric vehicles are less polluting, and this could be particularly impactful in underserved areas where shared EVs could account for a substantial number of trips. Additionally, the adoption of EVs can lower the cost burden of transportation energy, as owning and operating an EV generally costs less than maintaining a vehicle with an internal combustion engine. Furthermore, as many NEVI-funded EV charging installations will be in remote areas or lower-income neighborhoods with aging utility infrastructure, necessary electricity upgrades can improve grid resilience and increase equitable access to a safer and more secure electrical grid.

### 10.1 IDENTIFICATION AND OUTREACH TO DISADVANTAGED COMMUNITIES

Georgia's NEVI Plan is focusing outreach on DACs by engaging the public, local governments, workforce education, and social/environmental justice organizations identified through the

Climate & Economic Justice Screening Tool, as shown in **Table 19**. This outreach is organized around two key concepts:

1. Listening to members of DACs regarding their desires and preferred methods of involvement in the NEVI planning process. This includes understanding the DAC's perceived benefits and concerns of the NEVI investments; and
2. Educating members of historically DACs regarding the opportunities and challenges of the electrification transition in transportation. This includes translating available materials.

**Table 19: Georgia's NEVI Equity Engagement Strategy**

Group	Who?	Input Obtained / Information Provided
Local Governments and Regional Planning Entities	Metropolitan and Regional Planning Organizations	Regional processes for managing governmental investments in DACs
	Association of City/County Governments	Specific local needs for investment in DACs
General Public	General Public	Provide materials on how/where to get information
Workforce Education Leaders	TCSG	Plans and timeline for expanding EVSE training across the state, especially in DACs
	West Georgia Technical College	Specific EVSE training programs and lessons learned
	Gwinnett Technical College	Specific EVSE training programs and lessons learned
	IBEW, Local 613	EVITP training programs plus apprenticeship programs
	Atlanta Career Rise	Apprenticeship programs and entry level EVSE workforce
Social/ Environmental Equity Organizations	Partnership for Southern Equity	EV needs and expectations in rural and DACs
	Southern Alliance for Clean Energy	EV needs and expectations in rural and DACs
	Georgia Budget and Policy Institute	State policies related to equitable procurement
	EVNoire	EV needs and expectations in DACs
	Environmental Defense Fund	EV needs and expectations in rural and DACs
	Georgia Conservation Voters	EV needs and expectations in rural and DACs
	Chambers of Commerce	EV needs and expectations in rural and DACs
Dream Corps	EV needs and expectations in rural and DACs	

GDOT has interviewed DAC stakeholders and is continuing to gather inputs to the state's NEVI Plan. Themes that have emerged so far include needs for further DAC stakeholder outreach, to prioritize projects in areas with higher pollution, to ensure that NEVI charging equipment will have the same level of uptime across communities, and to emphasize the needs for EV charging opportunities in multi-family housing.

GDOT has also engaged with DBEs through the Industry Forum one-on-one meetings, during which GDOT discussed stakeholders' comments and provided suggestions for participation and involvement in the NEVI program. The inputs collected through these conversations are incorporated in the NEVI Plan, the procurement process and GDOT's overall work on NEVI (more information in **Appendix A – Community Engagement Outcomes Report**).

Going forward, GDOT is engaging DACs in three main areas: local governments, technical workforce training, and meetings with community organizations and businesses.



Interviewing local governments and regional planning partners has been valuable to gain an understanding of how existing mechanisms can be leveraged or buttressed to site, install, and operate EV charging equipment in disadvantaged communities. In 2024, local governments and regional planning partners were awarded discretionary grant funding:

- Atlanta Regional Commission (ARC): awarded \$6.1 million to install 300-400 level 2 EV charging ports across the 20-county Atlanta region with a focus on underserved or disadvantaged areas.<sup>[26]</sup>
- The City of Atlanta: awarded \$11.8 million to install a DC Fast Charging Hub at the Atlanta Airport with 50 DC Fast Chargers to serve the surrounding with the aim of improving asthma related issues in predominantly Black and underserved neighborhoods.
- Middle Georgia Regional Commission (MGRC): awarded \$15 million to install 234 EV chargers across 111 sites to expand access to EV charging in rural and disadvantaged communities.<sup>[27]</sup>

While the discretionary grants won't impact the NEVI Plan, GDOT will work with ARC, The City of Atlanta, and MGRC on best practices for implementing EV charging equipment in disadvantaged communities. These partnerships are then used to gain broader access to the public than might otherwise be the case with statewide planning initiatives.

Technical workforce training is a key to a successful EV transition throughout the implementation of the NEVI program and further development of Georgia's EV charging network. As electrification accelerates, many businesses and workers, especially those in low-wealth communities, need to upskill workers to ensure they remain competitive. GDOT is coordinating with other state agencies such as the Georgia Department of Labor (GDOL) and the TCSG to encourage the expansion of training programs designed to offer members of historically DACs a sustainable path forward during this economic transition.

There are many equity-focused community organizations that have formed to plan for and address challenges in historically DACs related to energy – whether this be energy burden in the community, siting of energy production facilities in low-wealth neighborhoods, or the disproportionate impact of air quality on low-wealth and minority neighborhoods. GDOT understands that these organizations have valuable perspectives and is continuing to gather their feedback, as well as engage electric utility companies in their similar equity-related efforts (**Chapter 3 and Appendix A – Community Engagement Outcomes Report** also include on outreach to DACs).

## 10.2 IDENTIFYING, QUANTIFYING, AND MEASURING DAC BENEFITS

The USDOE has developed a working definition of DACs that relies on 36 indicators collected primarily from federal databases generated by the US Census, Environmental Protection Agency (EPA), Housing and Urban Development (HUD), USDA, Commerce, Energy, and Federal Emergency Management Agency (FEMA) and mapped at the census tract level.<sup>[28]</sup> These indicators are grouped into four broad categories of disadvantage:



1. Energy burden
2. Dependence on fossil fuels
3. Exposure to environmental and climate hazards
4. Social vulnerability (low-wealth households, housing burdens, transportation burdens, etc.)

Each census tract receives a score for each indicator. These scores are equally weighted and summed; wealthier locations are screened by further identifying a DAC as having at least 30% of households at or below 200% of the federal poverty level or that make less than 80% of area median income. For further details regarding USDOE and Office of Management and Budget (OMB) methodology, please see the USDOE's web page regarding the Justice40 Initiative.<sup>[29]</sup>

Applying this methodology, and in ongoing collaboration with equity community stakeholders, GDOT is gathering feedback on the following benefits and measurements and plans to use these results as a baseline to improve over time.

To aid in measuring benefits to DACs GDOT is tracking whether their sites are within a low-income or minority community, as defined by the EPA EJScreen tool. Recent guidance has indicated that the Climate and Economic Justice Screening Tool (CEJST) should also be used for Justice40 programs. GDOT is using both of these tools to track the above-mentioned benefits across DACs. The fact that a higher percentage of NEVI funded stations are in DAC compared to existing non-NEVI funded stations shows how the NEVI funds deployed in Georgia are helping address imbalances in the EV expansion and are targeting DACs. The goal is to continue to invest in and grow the number of charging stations in DACs both in absolute terms and relative terms.

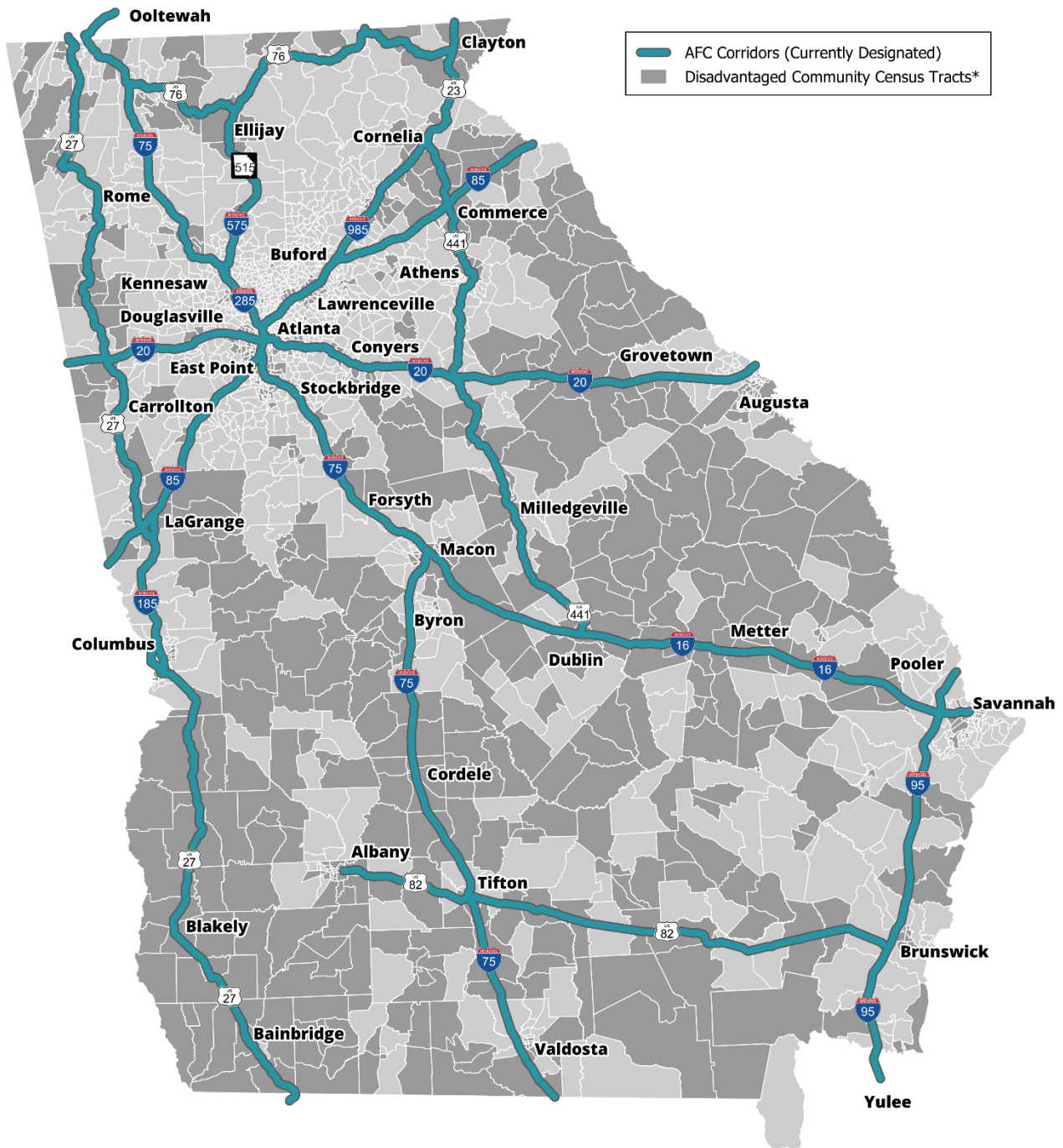
**Table 20: Measuring Benefits to DACs**

Benefit to Measure	Quantification	2023/2024 Results as defined by the CEJST	Source
Access to clean transportation	Percentage of NEVI-funded chargers in DACs	Three out of the five awarded (i.e. 60%) sites are located in a DAC census tract	GDOT
Reducing environmental exposures to transportation emissions	Percentage of existing charging stations (non-NEVI funded in DACs)	36% of existing charging stations are located in a DAC census tract	GDOT
Increasing community cohesion and targeted outreach	Meaningful engagement in NEVI planning as evidenced by number of attendees and survey responses from DACs	46% of respondents available on the GDOT NEVI website reside in a DAC census tract	GDOT

GDOT is continuing to work to align the benefits of the NEVI Plan with the Justice40 initiative, where at least 40 percent of benefits accrue to DACs. Continuous engagement through meetings, conferences and targeted outreach to representatives of underserved communities is to be also important to make sure benefits are being delivered as intended.

### 10.3 BENEFITS TO DACS THROUGH THIS PLAN

**Figure 29** shows how Georgia's AFC overlay with DACs. While Georgia's NEVI investments will ultimately go beyond implementation for AFCs, the first phase of the NEVI investment is an early opportunity to showcase Georgia's commitment to equity. Forty-eight percent of Georgia's AFC mileage passes through DACs, and initial planning indicates that over 60 percent of the charging stations likely to be needed for AFC certification would be located within disadvantaged communities. GDOT will continue to monitor these benefits through the metrics presented in the previous section of this chapter and through continued engagement with Interim Guidance on Justice40.



\*As defined by the Joint Office of Energy and Transportation, May 2022

Figure 29: Georgia's Alternative Fuel Corridors and Disadvantaged Communities

## 11 LABOR AND WORKFORCE CONSIDERATIONS

Georgia has an established EVSE workforce ready to support the EV transition. The state currently has 27 EVITP certified electrical contractors <sup>[30]</sup> serving all areas of the state. Furthermore, the Georgia State Board of Electrical Contractors has a long-established process

to certify and license electricians.

Per the latest FHWA guidance GDOT intends, 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 EVSE must receive certification from the EVITP or a registered apprenticeship program for electricians that includes charger-specific training developed as part of a national guideline standard approved by the US Department of Labor in consultation with the US Department of Transportation, if and when such programs are approved.

Technical workforce training is key to the successful implementation of the NEVI program and beyond as the nation transitions to electric vehicles. Today, over 80,000 Georgians <sup>[31]</sup> are employed in some aspect of the automotive industry. Georgia is working to assist companies to maintain and grow this workforce by encouraging innovation and leveraging the opportunities afforded by the electrification transition.

For example, to assist skilled incumbent workers, TCSG, DOR and GDEcD jointly manage a retraining program that enables Georgia businesses to offset their investment in employees, whether retraining to use new equipment or new technology or upgrading a company's competitiveness. The tax credit covers 50 percent of direct training expenses up to \$500 credit per employee with an annual maximum of \$1,250 per employee.<sup>[32]</sup> From an EVSE perspective, this program is crucial to ensure that internal combustion engine mechanics can service and repair electric vehicles. It is also a key strategy for ensuring that electricians can receive proper certification (such as EVITP or Department of Labor-certified equivalent) for EVSE installations and maintenance.

To grow the workforce necessary to support EVSE installations and maintenance as well as the broader array of OEMs and software technology companies doing business in Georgia, the state, in collaboration with private-sector stakeholders, is encouraging the development of electrical apprenticeship programs focused on EVSE to build a pipeline of talent and avoid shortages of labor. Two professional associations – The Atlanta Electrical Contractors Association and the Atlanta Chapter of the Independent Electrical Contractors - offer apprenticeship programs. <sup>[33]</sup> The IBEW, Local 613, in Atlanta also has a well-established apprentice program.<sup>[34]</sup>

In addition to the above, GDOT intends to collaborate with the GDEcD and the Technical College System of Georgia to ensure State agencies understand the workforce demands of the various aspects of the EV industry and support the creation of training curricula and marketing initiatives for EV-related training and job opportunities. These programs would support the Electric Vehicle Infrastructure Training Program.

GDOT recognizes that the Justice40 requirements include goals to broaden participation to better include women and people of color in the procurement process. Throughout its

solicitations, GDOT has included evaluation criteria on how the bidder proposes to address workforce training and is also encouraging, though not requiring, the participation of historically disadvantaged communities based on a Federally approved process to identify Disadvantaged Business Enterprise (DBE) participation.

## 12 PHYSICAL SECURITY AND CYBERSECURITY

Cybersecurity, physical security, and the personal privacy of individuals that will be using the EV charging stations is of the utmost importance as this plan is being developed and updated and is an ongoing focus throughout the five-year implementation period. As Georgia contracts with third parties for the purchase, operation, maintenance, and data collection of the EV chargers, the responsibility for cybersecurity, physical security and privacy lie with the third party. GDOT has included requirements of 23 CFR 680.106(h) related to security in the initial procurement and contracts and will continue to do so during Round 2.

### 12.1 PHYSICAL SECURITY

Physical security requirements are part of all NEVI-related procurement documents and contracts and include:

- lighting;
- siting and station design to ensure visibility from onlookers and access;
- signage, marking, striping;
- driver and vehicle safety;
- ADA requirements;
- electrical and fire safety;
- video surveillance;
- emergency call boxes;
- fire prevention;
- charger locks; and
- strategies to prevent tampering and illegal surveillance of payment devices

Charging stations locations are required to include security design features to remain tamper-resistant and vandalism-resistant, such as tamper-resistant screws, anti-vandalism hardware, locked enclosures, and graffiti-resistant coating or paint. Vandal resistance is intended to mostly to prevent, deter, and detect unauthorized physical access. Developers must also submit IK impact rating in joules for touch screens and ensure they are rated for the application. Any unexpected or unauthorized accesses is required to be monitored and communicated to the appropriate authorities and affected individuals.

## 12.2 CYBERSECURITY

To ensure the charging providers meet Georgia’s cybersecurity expectation and requirements, [35] GDOT, along with the GTA, [36] has included cybersecurity and privacy related requirements in the competitive solicitation documents and final contracts. These requirements and contract language include the submission of a cybersecurity plan, the adherence to certain cybersecurity requirements and standards, and periodic audits to ensure the network, data, and customers are protected.

The cybersecurity plan requires specific cyber goals and objectives, a risk assessment and mitigation plan, a communication plan that includes the proposed protocols of notifying GDOT and all affected individuals of any cybersecurity events, among other things. The plan is to be revised annually to accommodate new risks, requirements, and standards.

Through project contracts, GDOT is also requiring awardees to follow 16 strict requirements to ensure cyber security for charging, payment, data storage, data dissemination, and communication infrastructure. Finally, GDOT is requiring cyber audits that follow industry best-practices including annual third-party assessments.

## 13 PROGRAM EVALUATION

GDOT’s Division of Permits and Operations will monitor and annually report on the progress and reliability of the overall statewide EV network, as required by the NEVI program. This evaluation plan will be updated annually to reflect lessons learned and opportunities for improvement to ensure that GDOT’s implementation achieves NEVI program and GDOT’s program goals.

GDOT’s NEVI program goals and the rationale behind them are described in **Chapter 4. Table 21** lists the goals and the associated evaluation process.

**Table 21: Evaluation of Progress to Goal**

GDOT NEVI Program Goal	High-Level Evaluation Process or Criteria
Customer-driven deployment	Utilization, customer surveys, safety factors
Economic development	Economic activity correlating to station deployment
Private/Nonprofit Ownership and Operations	Listing of private/nonprofit entity operators
Sustainability and reliability of operations	Uptime
Compliance with Federal requirements	NEVI and associated program requirements

GDOT will require NEVI-funded EVSE owners to operate networked EVSE on OCPP networks that provide charging station usage reports. GDOT will use EVSE report information to perform NEVI program evaluation. The reporting information submitted will identify aggregate utilization data for the previous reporting period for all EVSE funded by the program.



## 14 DISCRETIONARY EXCEPTIONS

GDOT was granted two discretionary exceptions in FY 2022 for Conyers and Kennesaw, both for existing stations that were spaced appropriately and had sufficient power but were more than a mile off the interstate. The first is at Exit 82 on I-20, and the second is at Exit 1 on I-575. GDOT will continue to evaluate if and when similar exceptions make sense to make the best use of its NEVI funds.

As indicated in **Section 7.3**, site selection analysis has provided GDOT with a fundamental understanding of the market potential along the AFCs. For FY 2024, GDOT is seeking an exception for the gap distance between two 4x150kW charging stations currently under development but, at approximately 52.2 miles apart, are just beyond the 50-mile distance criteria. Granting this exception will enable GDOT to be flexible in finalizing locations that meet NEVI requirements.

In the following sections, GDOT has completed all information required by the “Exception Template” provided by the Joint Office for this plan. The table listing the exception request is followed by a map showing the relevant section of the AFC and the locations of the two relevant sites under development. Finally, GDOT provides the justification for the exception and the analysis undertaken to support the request.

**Table 22: Discretionary Exception Requests**

Exception #	Type	Distance of Deviation	Corresponding AFC	Reason for Exception Request
3	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> 50 miles apart</li> <li><input type="checkbox"/> 1 mile from exit</li> </ul>	<u>2.2</u> miles	<u>I-16</u>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Grid Capacity</li> <li><input checked="" type="checkbox"/> Geography</li> <li><input type="checkbox"/> Equity</li> <li><input checked="" type="checkbox"/> Extraordinary Cost</li> </ul>

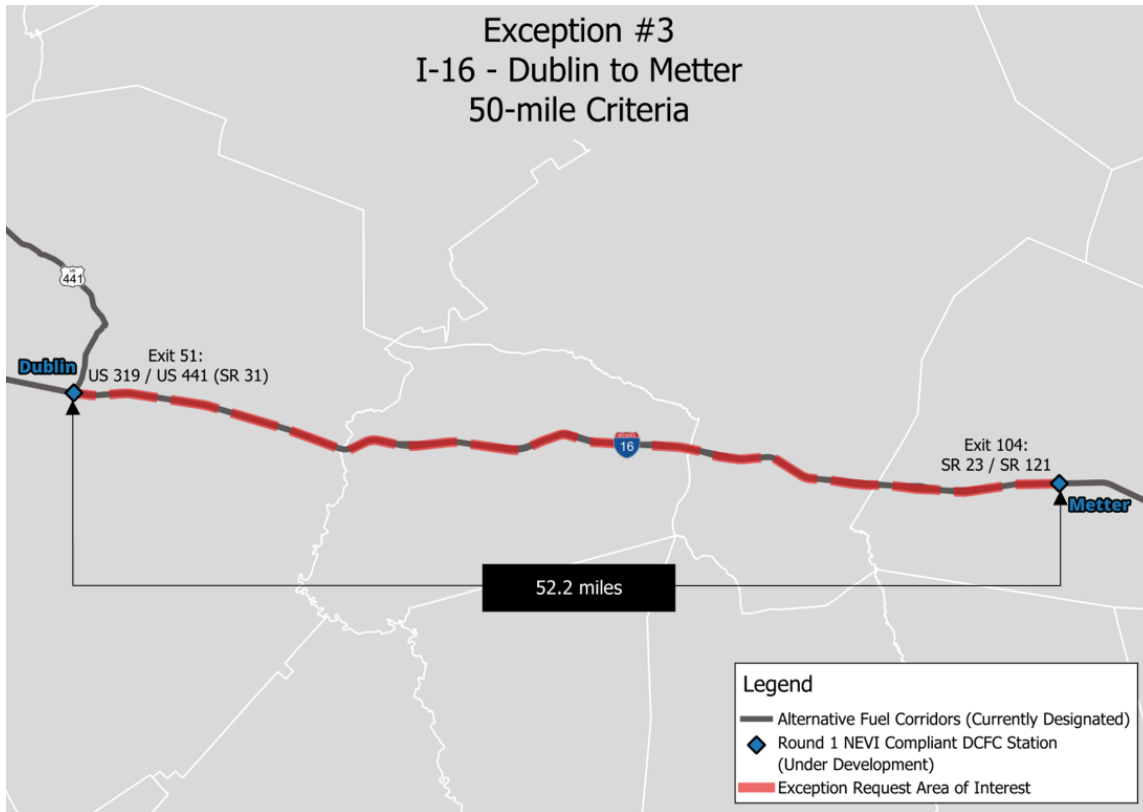


Figure 30: Discretionary Exceptions

## 14.1 JUSTIFICATION FOR EXCEPTION

Given the economics of EV charging in this early phase of the electrification transition, GDOT believes that it is not a prudent use of government funds to duplicate charging services close to existing and otherwise compliant charging services, as it would draw customer demand away from an existing resource potentially impairing its marketability.

- Dublin, GA – Metter, GA:** As part of the Round 1 procurement, Exit 51 on I-16 in Dublin and Exit 104 on I-16 in Metter both have sites under development. The distance between these two sites is approximately 52.2 miles, with no DC fast chargers in between. As indicated in **Section 7.3**, site selection analysis was performed along I-16 to evaluate market potential. The evaluation highlighted that Exit 51 in Dublin had strong market demand being that it is the intersection between two AFCs, I-16 and US 441. However, moving eastward along I-16, there was minimal economic activity and market potential seen until Exit 104 in Metter. As a result, a site inside the 52.2 mile gap between Dublin and Metter would come at great cost to GDOT to further incentivize the project economics and marketability of the location, justifying the request for this exception to allow the gap between two 4x150kW sites to exceed the 50 mile limit by approximately 2.2 miles.

## FIGURE SOURCES

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## END NOTES

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## ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AADT	Average Annual Daily Traffic
AFC	Alternative Fuel Corridors
ARC	Atlanta Regional Commission
The ATL	Atlanta-Region Transit Link Authority
BIL	Bipartisan Infrastructure Law
CCS	Combined Charging System
CISESS	Cooperative Institute for Satellite Earth Systems Studies
DAC	Disadvantaged Communities
DBE	Disadvantaged Business Enterprise
DCFC	Direct Current Fast Charge
DNR	Department of Natural Resources
DOL	Department of Labor
EEO	Equal Employment Opportunity
EMIA	Electric Mobility and Innovation Alliance
EPA	Environmental Protection Agency
EMC	Electric Municipal Cooperative
EV	Electric Vehicle
EVITP	Electric Vehicle Infrastructure Training Program
EVSE	Electric Vehicle Supply Equipment
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GaDOE	Georgia Department of Education
GDOT	Georgia Department of Transportation
GDEcD	Georgia Department of Economic Development
GEFA	Georgia Environmental Finance Authority
GEL	Georgia Express Lanes
GEMA	Georgia Emergency Management Agency
GOHS	Governor's Office of Highway Safety
GRTA	Georgia Regional Transportation Authority
GTA	Georgia Technology Authority
GW	Gigawatt
HUD	Housing and Urban Development
IBEW	International Brotherhood of Electrical Workers
ITS	Intelligent Transportation System
KPI	Key Performance Indicator
kW	Kilowatt
MARTA	Metropolitan Atlanta Rapid Transit Authority



Acronym/Abbreviation	Definition
MGRC	Middle Georgia Regional Commission
MPO	Metropolitan Planning Organization
MW	Megawatt
NCEI	National Centers for Environmental Information
NEMAC	National Environmental Modeling and Analysis Center
NEPA	National Environmental Policy Act
NESDIS	National Environmental Satellite Data and Information Service
NEVI	National Electric Vehicle Infrastructure
NGO	Nongovernment Organization
NOAA	National Oceanic and Atmosphere Administration
OMB	Office of Management and Budget
O&M	Operations and Maintenance
OCPP	Open Charge Point Protocol
OEM	Original Equipment Manufacturers
OID	Office of Innovative Delivery
P3	Public-Private Partnership
PEL	Planning and Environmental Linkage
RFI	Request for Information
RFP	Request for Proposals
RFQ	Request for Qualifications
SAAG	Special Assistant to Attorney General
SHRP	Strategic Highway Research Program
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USDOE	United States Department of Energy
USDOT	United States Department of Transportation

# APPENDIX A: COMMUNITY ENGAGEMENT OUTCOMES REPORT