



**Clean Cities and
Communities**

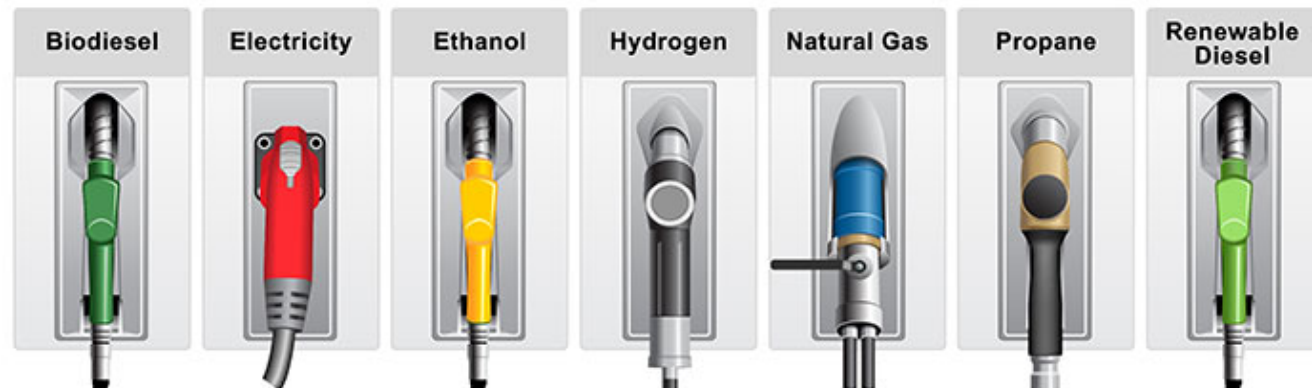


EV 101 and Current Landscape

Sumner Pomeroy, Executive Director

How We Can Help

- Designated Clean Cities and Communities Coalition, a U.S. Department of Energy partnership to foster transportation energy choices nationwide
- Advance local alternative transportation initiatives for all communities through:
 - Fleet conversions: match the right fuel for the right application
 - Grant partnership & management
 - Education and outreach



Electric Vehicles (EV)

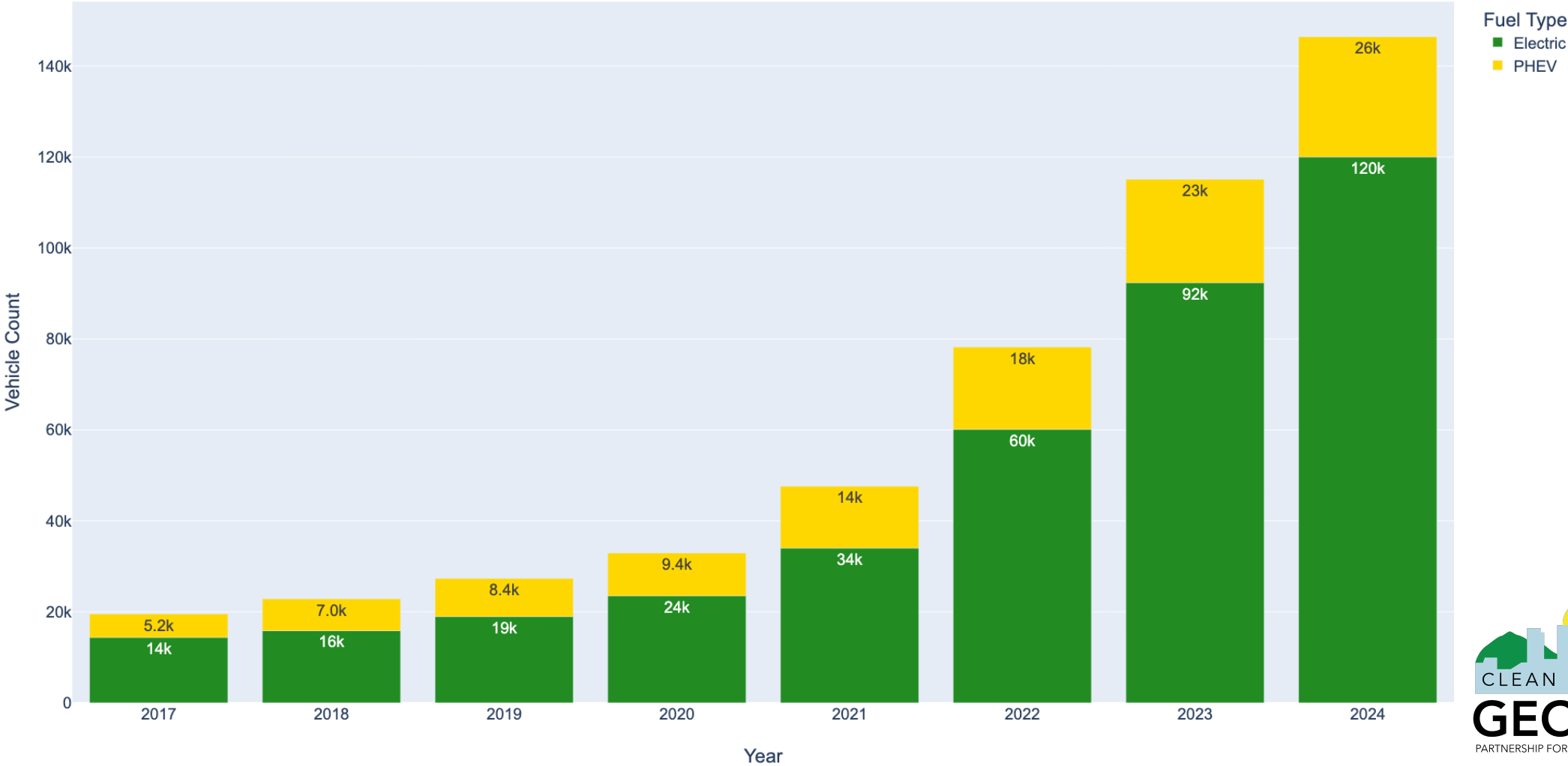
Electric Vehicles are perfect for many fleets with their versatile applications. Electric vehicles (EVs) run on electricity stored in batteries, producing zero tailpipe emissions and reducing fossil fuel use.

- **Battery Electric Vehicles (BEVs)** run solely on electricity and must be recharged via a plug.
- **Plug-in Hybrid Electric Vehicles (PHEVs)** Use both electricity and gasoline; ideal for short electric trips and longer gas-powered drives.



EV Numbers Continue to Rise

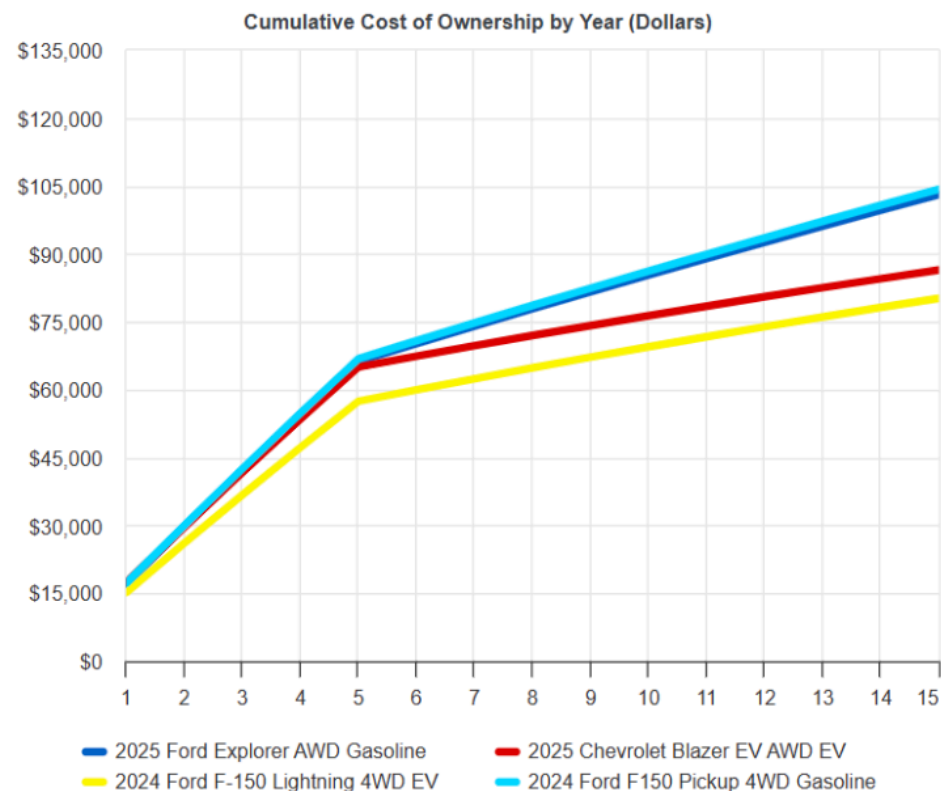
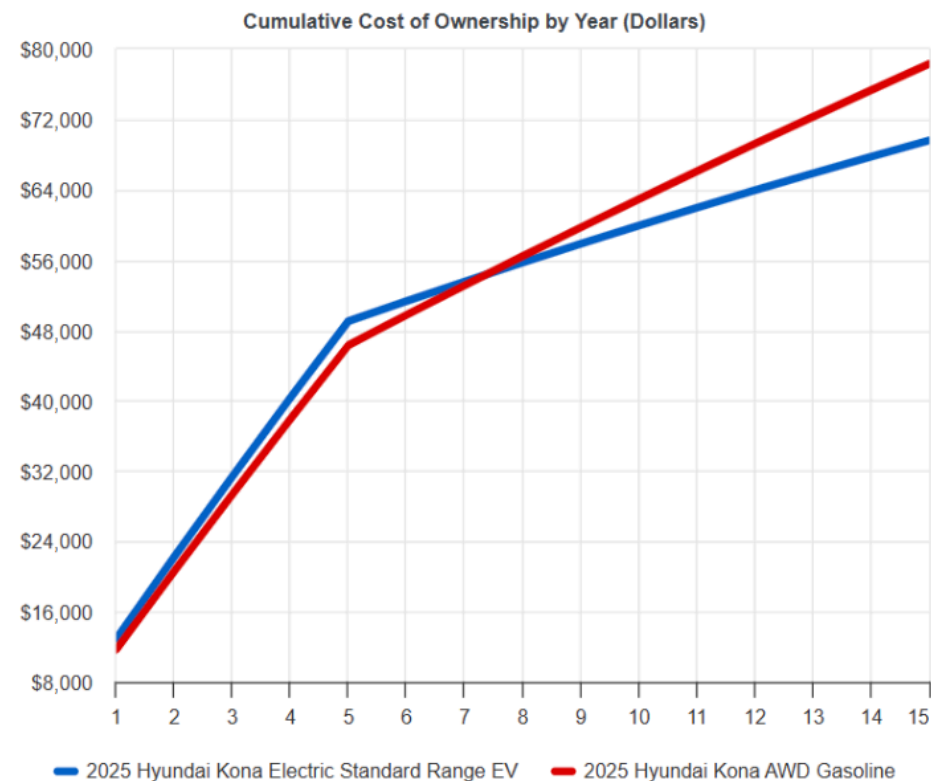
Georgia: Light Duty EV and PHEV Counts by Year



Data Source: Derived registration counts by the National Renewable Energy Laboratory, Experian Information Solutions.

Electric Vehicles (EV)

Total Cost of Ownership (TCO) of electric vehicles can be lower than traditional fuels with their lower fuel and maintenance costs, despite higher upfront vehicle costs.



Electric Vehicle Charging Infrastructure

Electric Vehicle Charging - 3 main types of chargers

Electric Vehicle Charging Levels and Range Chart	 Power	 Range added per hour	 Charging time	 Typical application
Level 1 single phase (domestic)	1.4–3.7 kW	6–12 miles	5–16 hours	Home
Level 2 slow single phase (domestic or public)	7 kW	19–28 miles	2–5 hours	Home, work, shopping centres, car parks
Level 2 fast three-phase (public)	11–22 kW	31–81 miles	30 mins–2 hours	Urban roadside
Level 3 fast charge (public)	25–350 kW	93–186 miles	10–60 mins	Highways, motorways, key routes

Funding Landscape

- **National Electric Vehicle Infrastructure and Charging & Fueling Infrastructure** - released and moving forward
- **DOT Lo or No Emission Grant** - vehicle replacement, released annually in Spring (closed in summer 2025)
- **DOE Vehicle Technology Office FOA** - released annually for new & emerging transportation technologies
- **EPA Diesel Emission Reduction Act:** Federal and State (school buses only), potential for reduced funding in 2026
- **EPA Clean School Bus Program:** \$2B still available
- **Clean Cities and Communities:** 2026 budget includes competitive grants

Local Incentives

- **EPD Clean Vehicle Charger and Converted Vehicle Tax Credits** (+ Direct Pay): 10% or up to \$2,500 per charger or per converted vehicle (CNG, EV, Propane, Hydrogen)
- **Georgia Power:**
 - Residential Charging
 - Make Ready Program
 - Business Rebate Program
- **Local EMC or MEAG Incentives**



Russell Parking Management and Russell Innovation Center for Entrepreneurs

- Employee and community charging installation
- CC-GA provided technical assistance through EMPOWER Workplace Charging Grant
- Georgia Power Make Ready installation
- Placed in EV Charging Desert
- Hired local MBE and WOSB energy services, Integrated Solutions



**Clean Cities and
Communities**



Thank you!

Sumner Pomeroy, Executive Director
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For more information visit:
www.cleancitiesgeorgia.org
www.driveelectricgeorgia.org

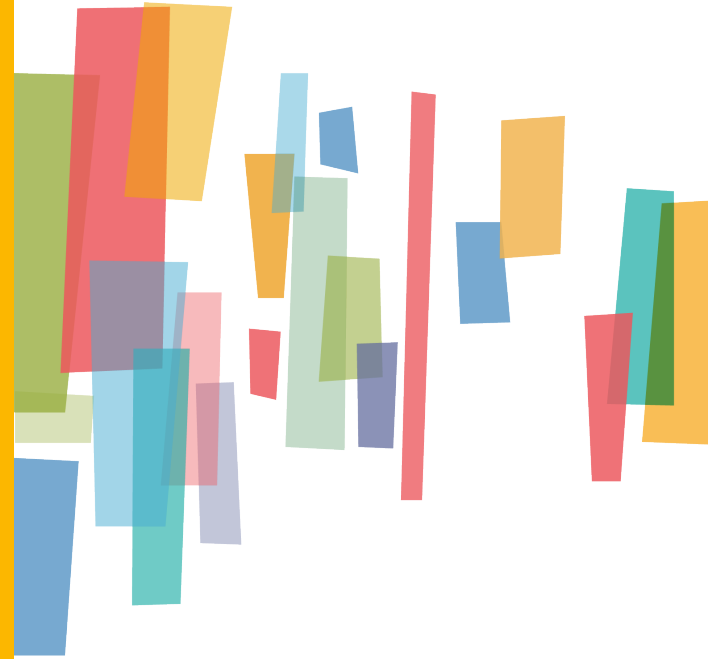
Plugged In: Trends, Opportunities and Insights into Georgia's E-Mobility Landscape

Folashade Alao, PhD
Principal, Transportation
Planner

October 9, 2025



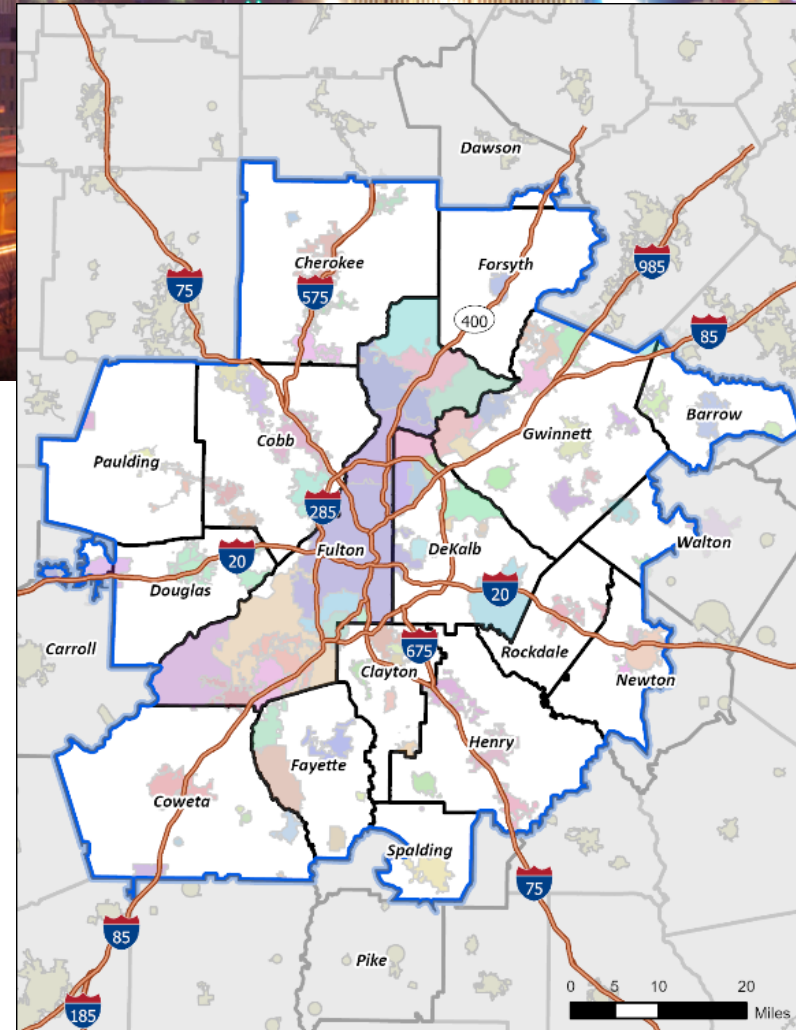
Atlanta Regional Commission



ONE
great
REGION



The Atlanta Regional Commission is the federally required Metropolitan Planning Organization (MPO) for a 19-county region which is currently home to about 6.1 million people. This is expected to grow to 7.9 million by 2050.



Vision

ONE **great** REGION

Mission

Foster thriving communities for all within the Atlanta region through collaborative, data-informed planning and investments.

Values

Excellence | **Integrity** | **Equity**

Goals



Healthy, safe, livable communities in the Atlanta Metro area.



Strategic investments in people, infrastructure, mobility, and preserving natural resources.



Regional services delivered with **operational excellence** and **efficiency**.



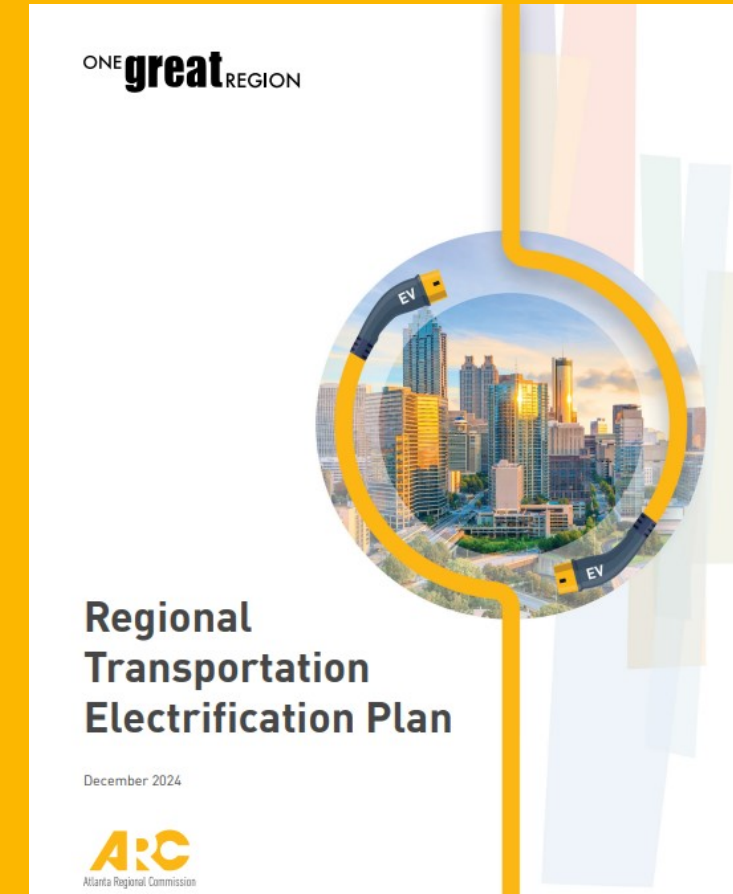
Diverse stakeholders engage and take a regional approach to solve local issues.



A competitive economy that is inclusive, innovative, and resilient.

Regional Transportation Electrification Plan

- Adopted in January 2025
- MPO boundary-19 counties
- The purpose of this plan was to understand the regional EV ecosystem and develop a policy strategy and approach.
- Understand current EV infrastructure and light-duty vehicle ownership in the region. Forecast potential EV growth and future charging infrastructure needs
- Identify actions to strengthen EV ecosystem in the region, e.g. workforce development, EV planning resources for local government



RTEP Plan Structure

- **EV Overview and State of the Practice**
 - EV Charging Consumer Preferences
- **Stakeholder Engagement**
- **Regional EV Needs Analysis**
 - Existing Registration by County
 - Existing Charging Infrastructure and Networks
 - Factors Shaping Adoption
 - EV Adoption Model
 - Snapshot of Fleet Electrification (TNC, Public Fleets, Public Transit)
 - Snapshot of Medium and Heavy-Duty BEV
 - School Bus Fleet Overview
 - Micromobility (Design and Charging Considerations)
 - Home Ownership and EV Adoption
- **Policy Framework**



Regional Transportation Electrification Plan

Key Vehicle Data for Metro Atlanta GA

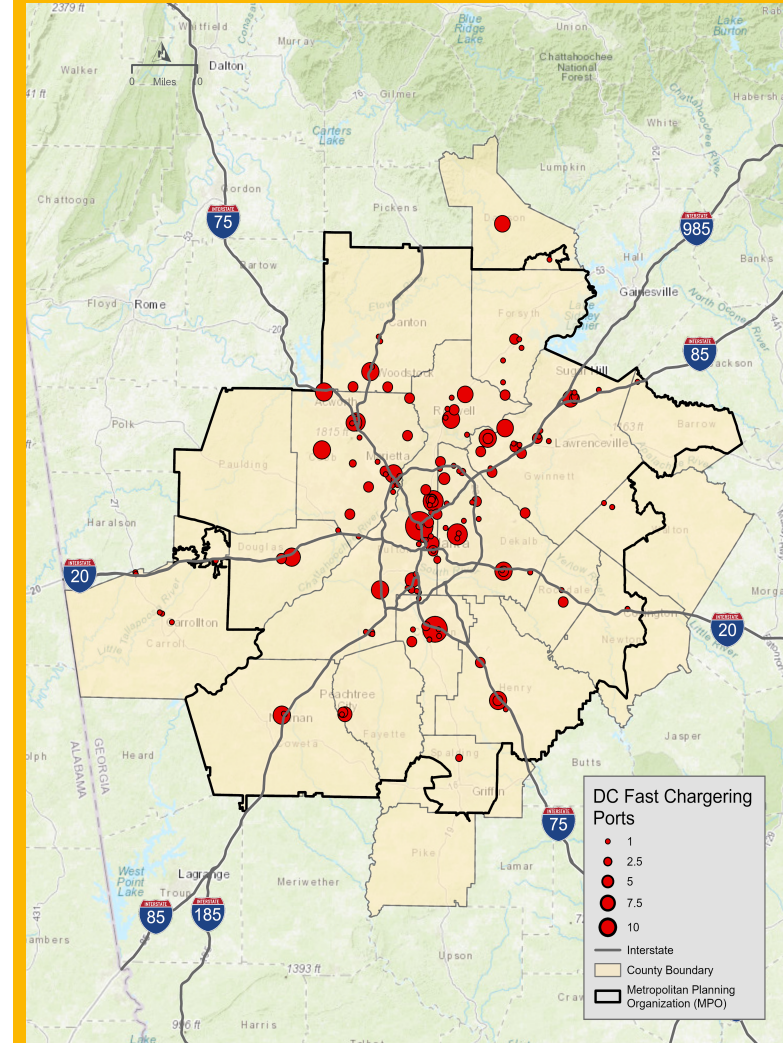
Total # of Registered Vehicles in Metro Atlanta (8/25)	5,415,684
Total # of Registered EVs in Metro Atlanta (8/25)	110,498
Total projected # of EVs in Metro Atlanta fleet by 2030 (Based on 50% annual sales rate in 2030)	515,000
Level 2 (shared private and publicly accessible)	Additional Ports Needed: 47,100
DCFC	1,800



Major Takeaways from the Needs Assessment

- Light duty EV sales are promising around the region, and the state.
- Planning for uncertainty is essential.
 - Four adoption scenarios help convey a range of future forecasts and rates of anticipated growth.
- Most existing EV chargers are located north of I-20.
- A large gap exists between existing EV charger inventory and forecasted future growth.
 - Careful planning is needed to ensure charger installations support forecasted growth.
- Further study is needed on medium and heavy-duty alternative fuels markets, planning and infrastructure.

Level 3 DCFC Charging Infrastructure



Clean Tech Accelerator

- 11-county area
- Skill and scale entry-level clean tech workforce
- Partners: ARC's WorkSource and Goodwill of North Georgia
- Pilot Program (2023) and 5-year implementation phase (EVSE and Heat Pump)
- Technicians/Installers : EVSE Technician, Heat Pump Installer, Solar Panel Installer
- Graduates: 82 graduated (number does not include the EVSE cohort that just graduated)



EV Sales, Credits and Costs

- Increase in sales for passenger cars and growing sales in commercial medium and heavy-duty EV markets
- Continued growth in new, used and leased EVs
- EV transaction price trending down, narrowing gap with ICE vehicles
- Elimination of Federal EV Tax Credits (New Clean Vehicle, Used Clean Vehicle)

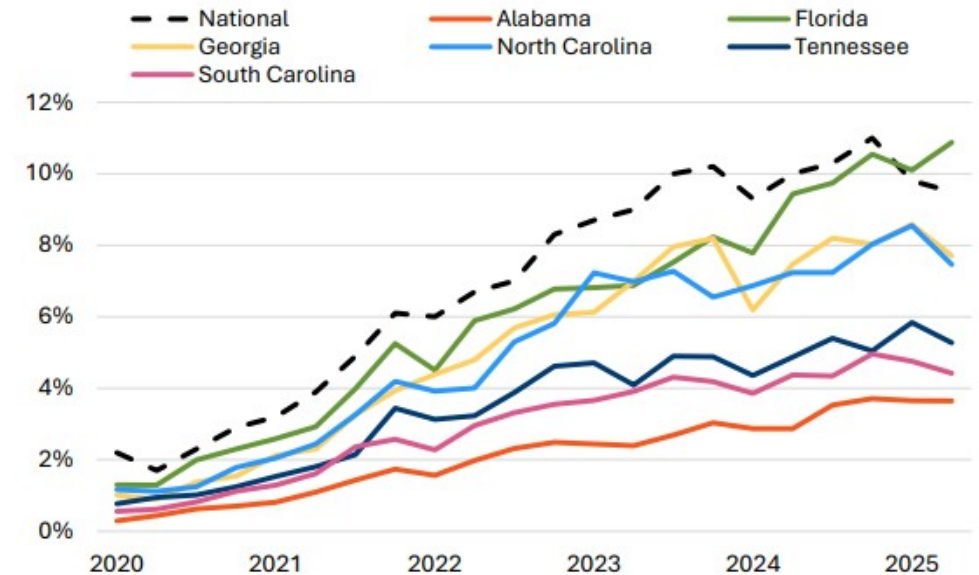
Infrastructure

- Significant growth in DCFC (charging infrastructure)
 - 29% year over year growth in DCFC in Georgia
- Need for growth in MDHD DCFC infrastructure class (2b-8) trucks

Manufacturing

- Second to Michigan, GA has second most anticipated EV manufacturing jobs
- Rivian Georgia Manufacturing Plant restart construction in 2026, production to start 2028

EV Sales Market Share for Passenger Vehicles in the Southeast



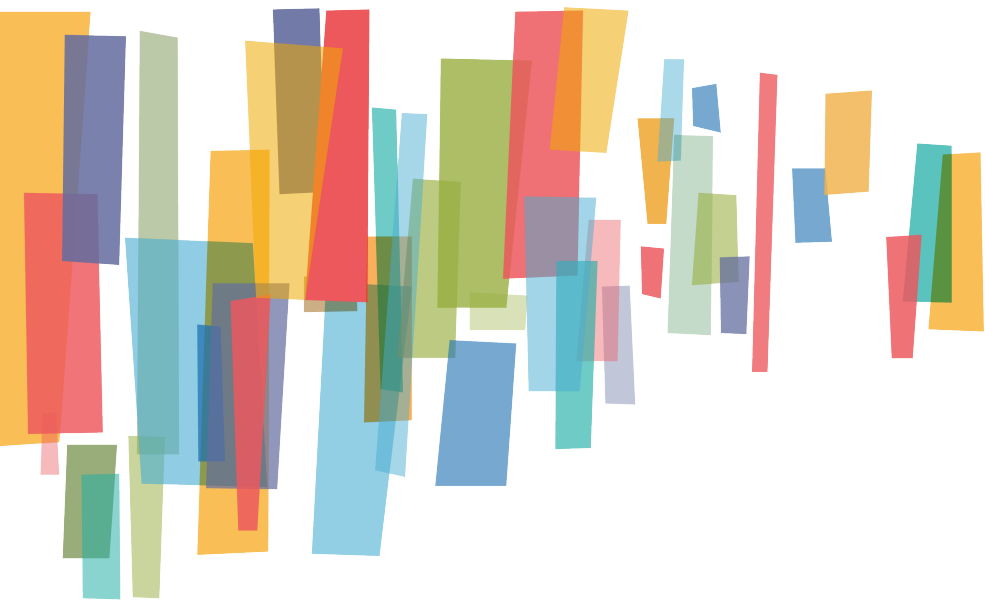
This figure depicts EV sales as a percentage of new passenger vehicle sales from 2020 to the end of June 2025. EV includes both BEV and PHEV sales.

Source: Atlas EV Hub [2] for the Southern Alliance on Clean Energy

Sustainable Freight Cluster Plans

- Freight Clusters: Regionally important concentrations of logistics, warehousing, and industrial activity that generate significant amounts of freight trips.
- Freight Cluster Plans (FCPs): Competitive grants to local sponsors to conduct freight cluster plans.
- FCPs address transportation planning, traffic operations, safety, and related planning needs, and identify recommended projects and policy changes to address those needs.
- Two Sustainable FCPs awarded: South Fulton CID and Gateway 85 CID
- Sustainable FCPs focus areas: alternative fuels and energy sources in freight, sustainable employee access to work sites, workplace charging, site-specific sustainability measures, sustainable supply chain management





Thank You



SCAN ME



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TRENDS, OPPORTUNITIES AND INSIGHTS IN GEORGIA'S E-MOBILITY LANDSCAPE

GABRIELLE PIERRE

*Director – Strategy and Partnerships,
Georgia Network for Electric Mobility*



GABRIELLE PIERRE

***Director – Strategy and Partnerships,
Georgia Network for Electric Mobility***





**GNEM IS A
PUBLIC-PRIVATE
PARTNERSHIP
NETWORK AND
FUTURE MOBILITY
THINK TANK**



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**GNEM ENVISIONS
GEORGIA AS A
WORLD LEADING
ECOSYSTEM FOR
ELECTRIC AND
FUTURE MOBILITY**

EV FIRE SAFETY

2025 TECHNICAL GUIDE

 **GEORGIA NETWORK for
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2025 GEORGIA EV FIRE SAFETY BRIEF

BRIDGING LOCAL POLICY IN ATLANTA WITH A CALL FOR A UNIVERSAL GLOBAL STANDARD



ATL
Moving Atlanta Forward

MAYOR'S OFFICE OF
Sustainability
and Resilience

IAEI
The Electrical Insulation Authority
Georgia Chapter



EV FIRE SAFETY
2025 TECHNICAL
GUIDE



2025 GEORGIA EV
FIRE SAFETY BRIEF

Gasoline vehicles are
20 times more likely to catch
fire than electric vehicles.



You're more likely to get
struck by lightning **—twice—** or
have a kitchen fire than be
injured in an EV fire.



COMPARATIVE SAFETY CHART



FEATURE	DIESEL/GAS	ELECTRIC
Fire incident rate	1 in ~1,200	1 in ~30,000–100,000
Fire cause	Fuel leaks, heat	Battery thermal runaway
Pump/Charger fires	~5,000/year (U.S.)	Very rare (<100/year est.)
Severity if fire occurs	Moderate	High intensity, rare

What actually causes an EV fire?

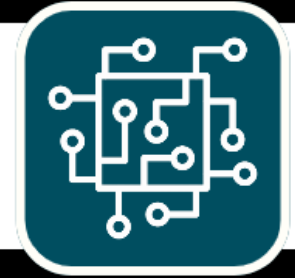
A common misconception is that EV batteries can spontaneously combust. However, data shows that battery ignition generally requires an external trigger such as:



Severe physical
impact (e.g., traffic
collision)



Exposure to sustained
high temperatures or
open flame



Significant
manufacturing defect or
electrical short circuit

These triggers can cause **thermal runaway** which occurs when a battery cell overheats uncontrollably, triggering a chain reaction in adjacent cells. This can cause fires or explosions if not contained

**EVs are significantly less likely
to catch fire than gas vehicles
but...**

**EV fires require specialized
resources, training, and tools**

**MONITORING
AND
MAINTENANCE**

**CRITICAL
RESPONSE
TIME**

**LIMITING GAS
EFFECTS AND
CROSS
PROPAGATION**

**DECOMMISSIONING
/DISCHARGING THE
BATTERY**

**FIRE
SUPPRESSION
AND
EXTINGUISHING**

BEST PRACTICES FOR FLEET OPERATORS

Design and retrofiting



- Improve airflow/ventilation
- Separate/buffer charging areas in enclosed spaces
- Add thermal/smoke detection near chargers

Charger placement in parking decks and lots



- Avoid tight alcoves or hard to reach areas in the center of the decks where possible; these can impede first responders
- Favor near entry/exits; EVSE in dead-end corners heightens risk
- Provide signage & shutoff switches
- Limited ventilation can trap toxic gases (like hydrogen fluoride), especially in older structures lacking fire monitoring upgrades

Fire Safety training



- Facility staff & local fire crews need EV-specific response training and equipment where possible

GEORGIA'S CHARGING INFRASTRUCTURE ROADMAP



GNEM PRESENTS

GEORGIA'S CHARGING INFRASTRUCTURE ROADMAP



WHERE ARE WE TODAY?

How much charging infrastructure do we have today?

WHERE DO WE NEED TO GO?

Where are gaps and new trends emerging?

And how do we as planners think about closing those gaps?



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TODAY'S EV USER EXPERIENCE: UNDERSTANDING USABLE COVERAGE

Usable Coverage = charging that's reliable, accessible, and practical enough to rival the gas station experience

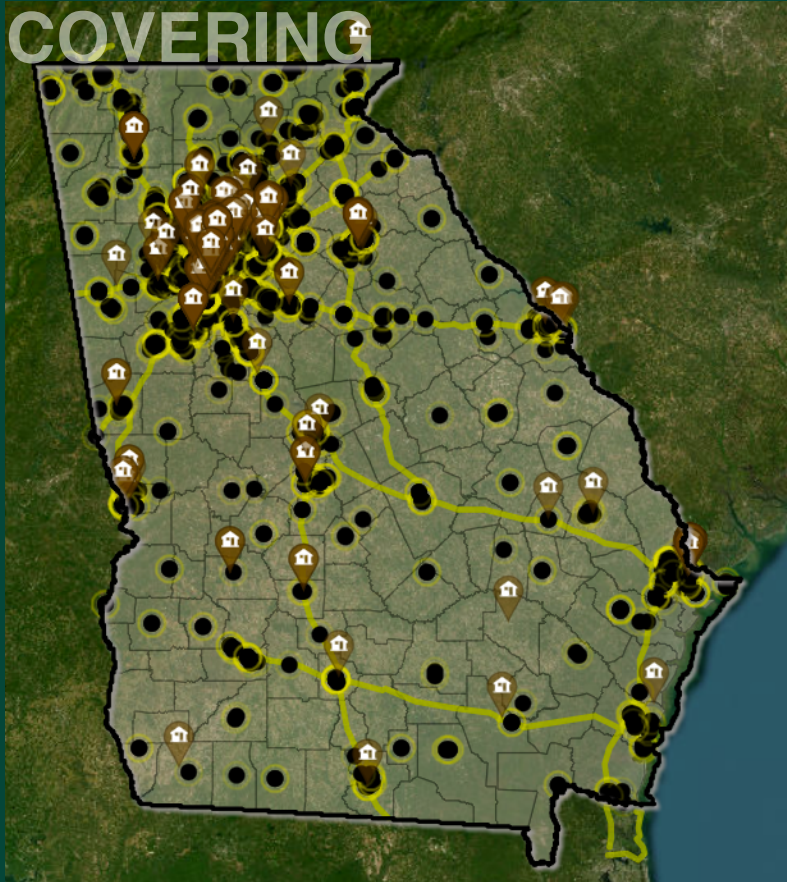
- Goes beyond counting plugs or sites → focuses on *real usability*
- **Reliable:** high uptime and redundancy at each site
- **Accessible:** ADA-compliant, easy payment, universal plug options
- **Practical:** safe, convenient layouts with amenities for drivers
- Key benchmark for broad, mainstream EV adoption



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USABLE COVERAGE – ARTICULATING CONSUMER NEEDS AND PREFERENCES NOT CURRENTLY COVERED IN CHARGING APPS

SHADE/
COVERING

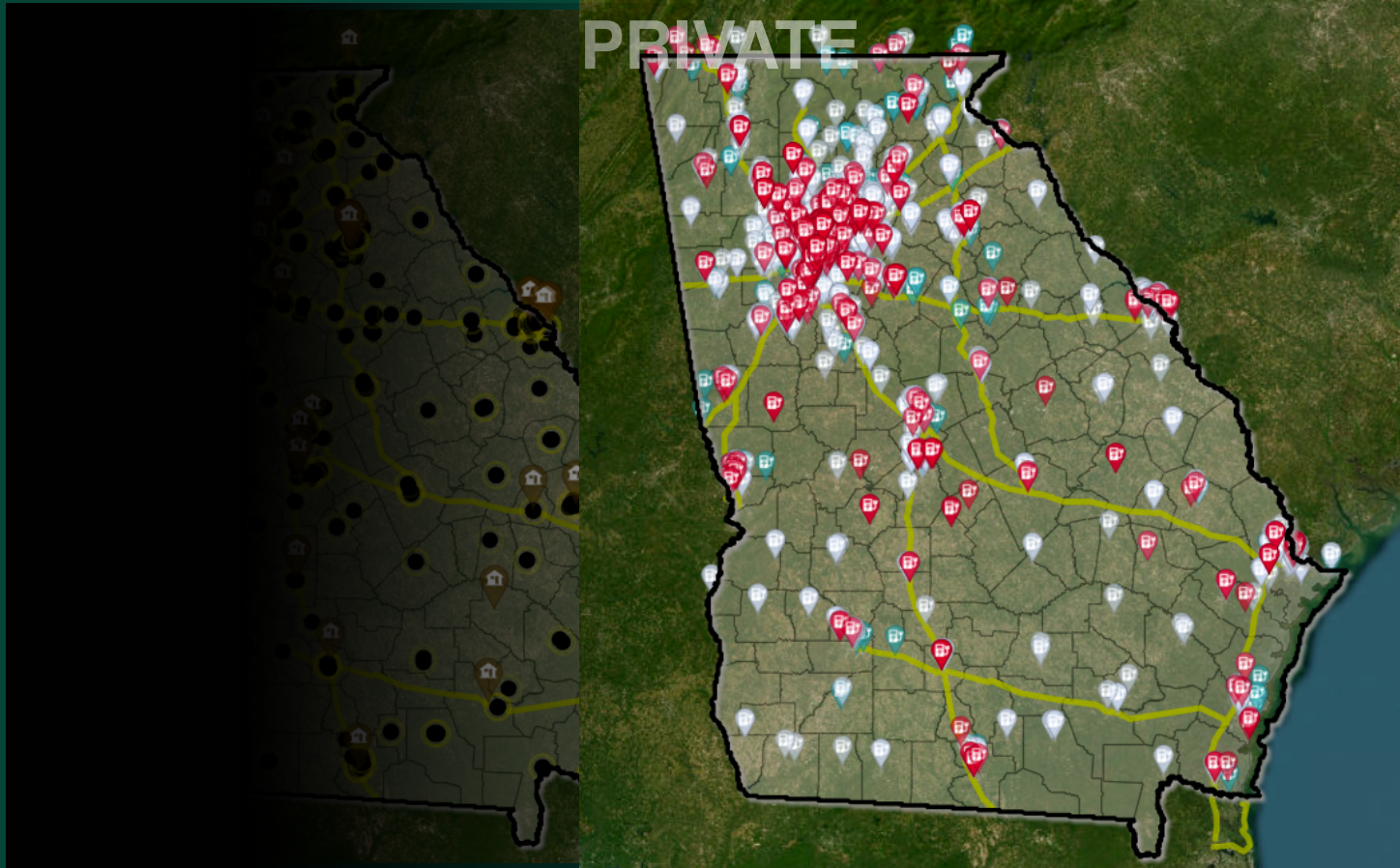




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USABLE COVERAGE – ARTICULATING CONSUMER NEEDS AND PREFERENCES NOT CURRENTLY COVERED IN CHARGING APPS

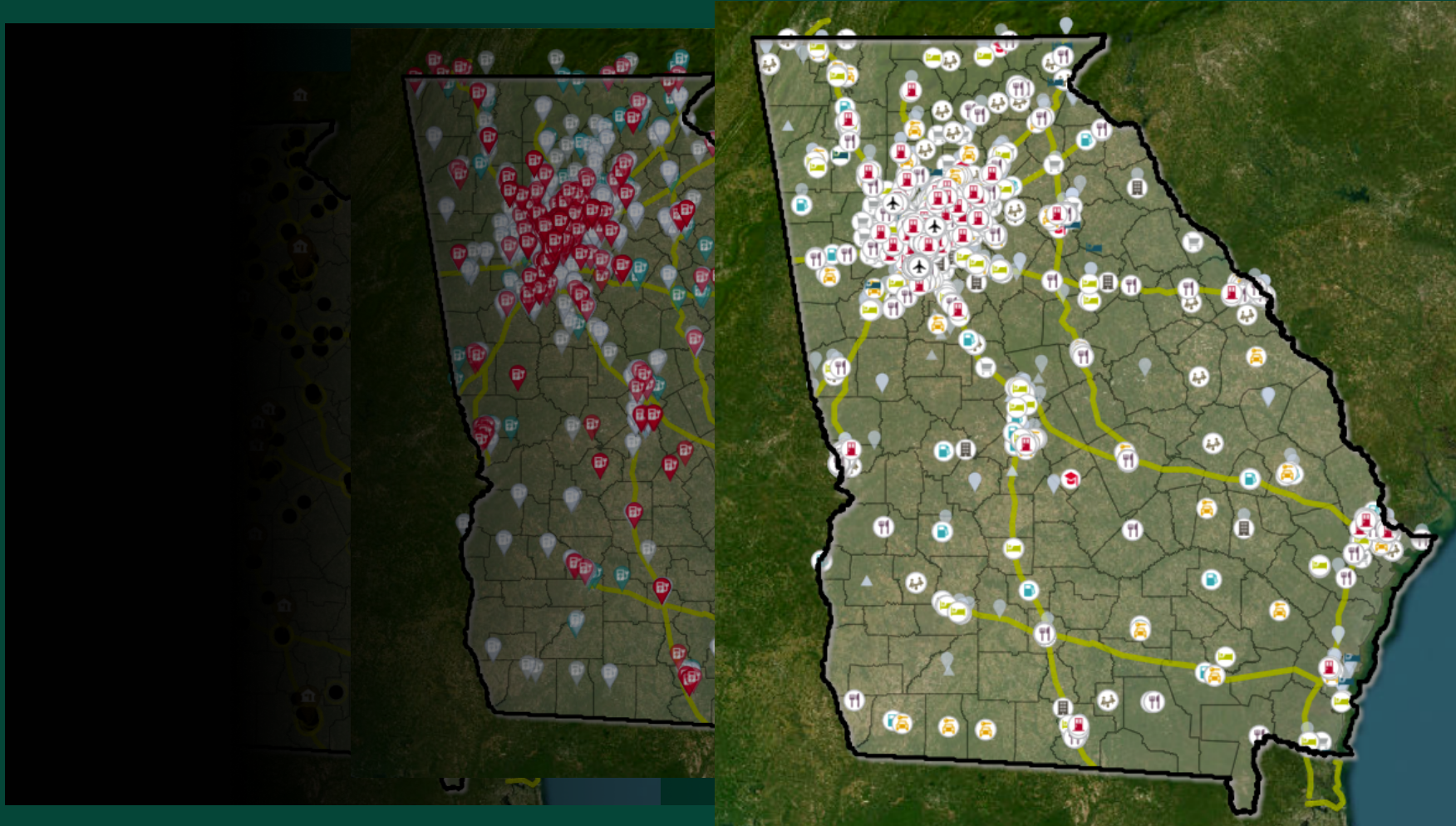
PUBLIC VS. SEMI-
PRIVATE





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USABLE COVERAGE – ARTICULATING CONSUMER NEEDS AND PREFERENCES NOT CURRENTLY COVERED IN CHARGING APPS AMENITIES/CATEGORY

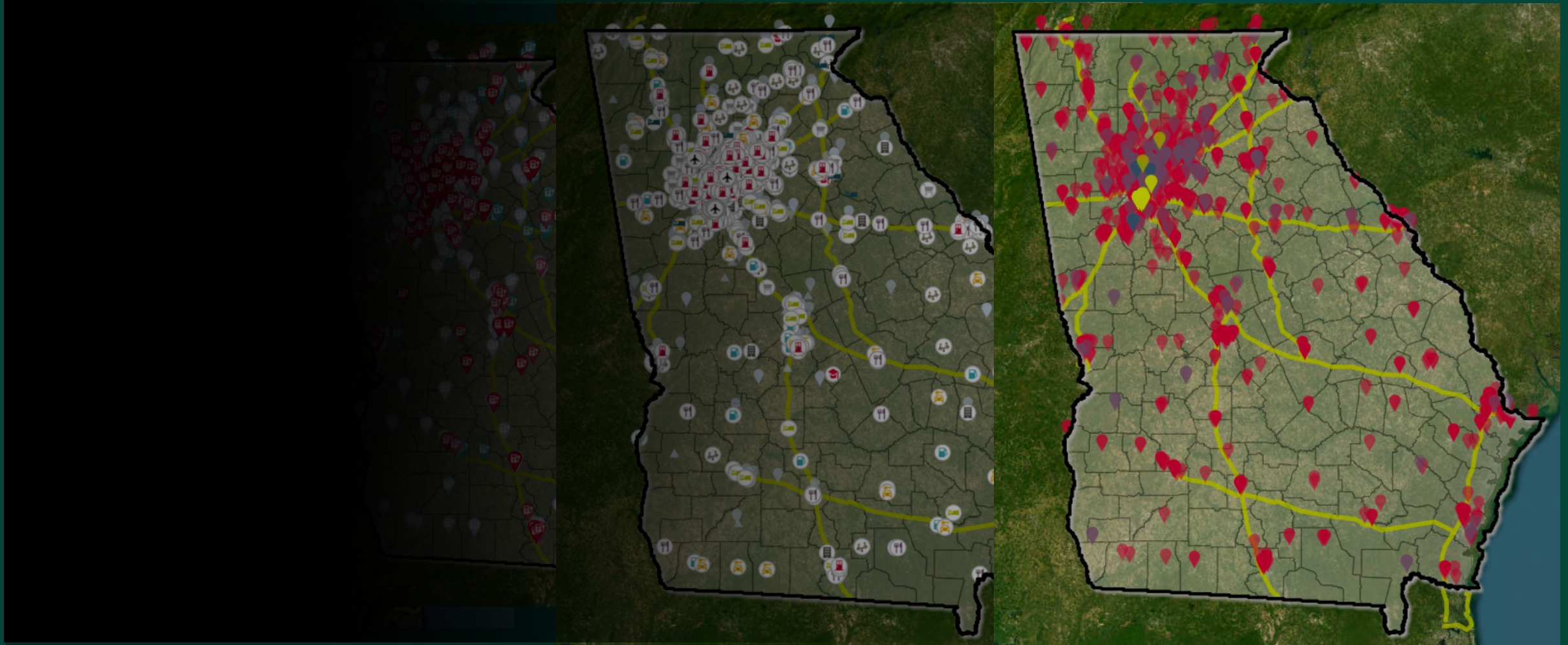




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USABLE COVERAGE – ARTICULATING CONSUMER NEEDS AND PREFERENCES NOT CURRENTLY COVERED IN CHARGING APPS

NEAREST RESTROOM



TRENDS RESHAPING THE CHARGING INFRASTRUCTURE NEEDS MATH

1 Home charging is no longer a given

Majority of households will likely not rely on home charging as a baseline

We often hear that **70-80 %** of charging will happen at home — but that only holds if people own their homes.

Nationally and statewide, about **65 %** of households own their homes.

But in cities (and especially in the places with the highest EV registrations in Georgia, like **Atlanta** and **Savannah**) homeownership is much lower:

- In Atlanta, the homeownership rate is about **46.3 %**
- In Savannah, the homeownership rate is about **44.4 %**

TRENDS RESHAPING THE CHARGING INFRASTRUCTURE NEEDS MATH

2 Private sector arms race is accelerating non-home charging

Non-home charging grew by about 35 percent, with fast charging up 56 percent YOY

In Q2 2025 alone, 703 new high-speed charging stations were added in the United States, one of the largest quarterly expansions on record

Private sector arms race for EV charging infrastructure coverage as a long-term investment play and as a beneficial, ROI driving amenity

Charging infrastructure growth beginning to decouple from pure EV sales growth demand

TRENDS RESHAPING THE CHARGING INFRASTRUCTURE NEEDS MATH

Established Networks Retail & Hospitality Automakers



Workplace / Employers



- Employers adding EV charging as a perk to smooth return-to-office mandates.
- ~70% of prime U.S. office buildings now include chargers (CBRE).

TRENDS RESHAPING THE CHARGING INFRASTRUCTURE NEEDS MATH

3 Rideshare and autonomous operators creating an additional semi-public layer of fast charging

Atlanta



TRENDS RESHAPING THE CHARGING INFRASTRUCTURE NEEDS MATH

3 Rideshare and autonomous operators creating an additional semi-public layer of fast charging

Pivot Atlanta (Cox Automotive + Georgia Power + ChargePoint): includes ~20 Level-2 fleet chargers, 6 DC fast chargers for fleet, and 6 DC fast chargers open to the public — supports programs like Lyft Express Drive

Mercedes-Benz Charging Hub (Sandy Springs): 400 kW fast chargers that can support fleets among other users

Autonomous vehicle deployments in Atlanta:

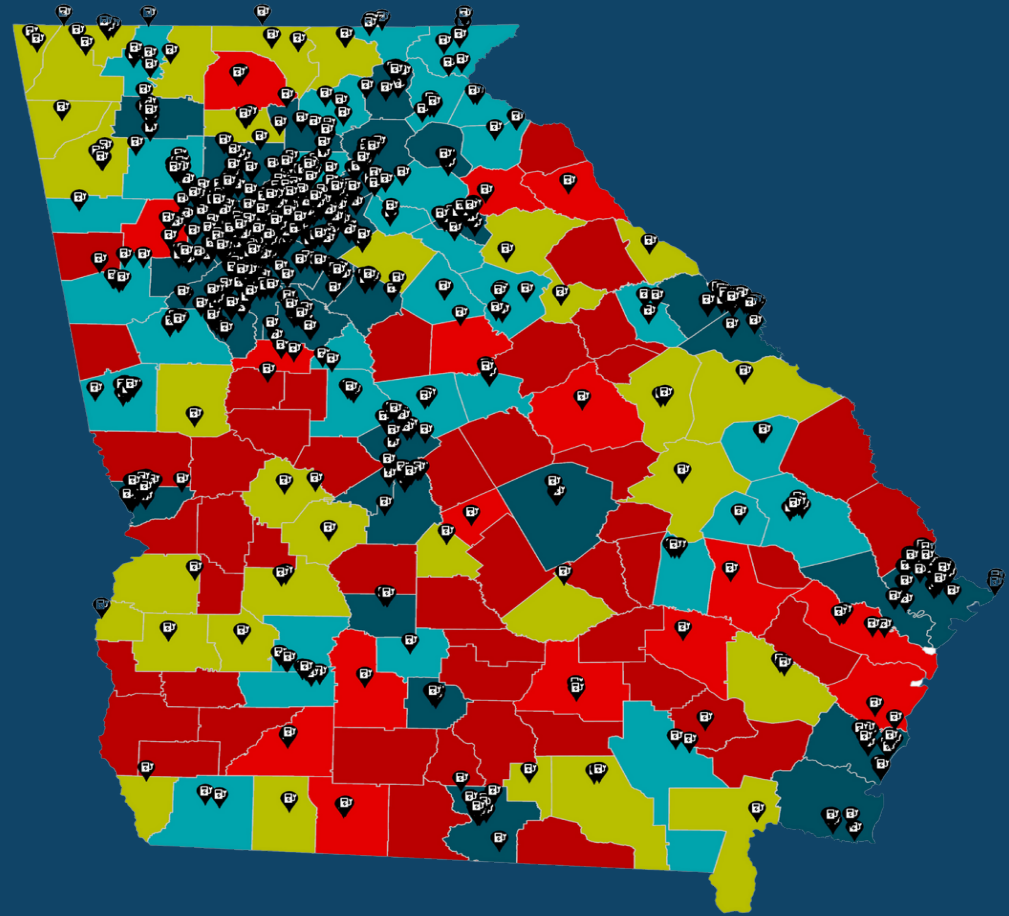
- **Lyft + May Mobility:** robotaxi pilot launched in Midtown Atlanta.
- **Waymo + Uber:** Waymo's robotaxis now carrying riders in Atlanta as part of their expansion
- **Zoox:** launched a test fleet of retrofitted SUVs in downtown Atlanta for mapping/data collection, with plans to expand autonomous testing.



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UNDERSTANDING TODAY'S PUBLIC CHARGING ENERGY GAP

COUNTY-LEVEL ANALYSIS OF EV DEMAND
VERSUS AVAILABLE STATIONS CAPACITY





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**EV FIRE SAFETY
2025 TECHNICAL
GUIDE**

PLUG INTO GEORGIA



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Plug Into Georgia

*Informing Government Decision-Making
around Electric Mobility and Energy*

Georgia Planning Association
October 9, 2025



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Carl Vinson Institute of Government



UGA PUBLIC SERVICE AND OUTREACH UNIT SINCE 1927

Serves all levels of governments
in Georgia and the southeastern U.S.



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INFORM

ENHANCING GOVERNMENT THROUGH TRAINING

INSPIRE

BUILDING COMMUNITIES WITH VISION

INNOVATE

ADDRESSING CRITICAL CHALLENGES THROUGH
INNOVATION



**PLUG INTO
GEORGIA**

PLUG INTO GEORGIA *Initiative*

This initiative provides user-friendly tools, educational opportunities, outreach, engagement, and technical assistance to help communities navigate the transition to electric transportation. By convening subject matter experts and partnerships, offering neutral, data-driven education, and providing technical support, Plug Into Georgia aims to strengthen connections between the University of Georgia and local communities while helping leaders make informed decisions.



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GEORGIA**

PARTNERS

The UGA Carl Vinson Institute of Government, with collaboration and support from Southern Company, is engaging local governments through the Plug Into Georgia initiative.

The Institute of Government, as a partner in UGA's Georgia Network for Electric Mobility, is leading public service and outreach efforts to enhance the economic competitiveness of the state through informing, educating, and supporting communities as they navigate emerging electric mobility technologies.



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THE **ELEMENTS** OF THE PLUG INTO GEORGIA INITIATIVE

**INFORM ABOUT
GEORGIA TRENDS &
OPPORTUNITIES**
*Webinars, Guidebooks &
Workshops*

**SUPPORT LOCAL
ELECTRIC MOBILITY
READINESS**
*Training & Strategic
Planning*

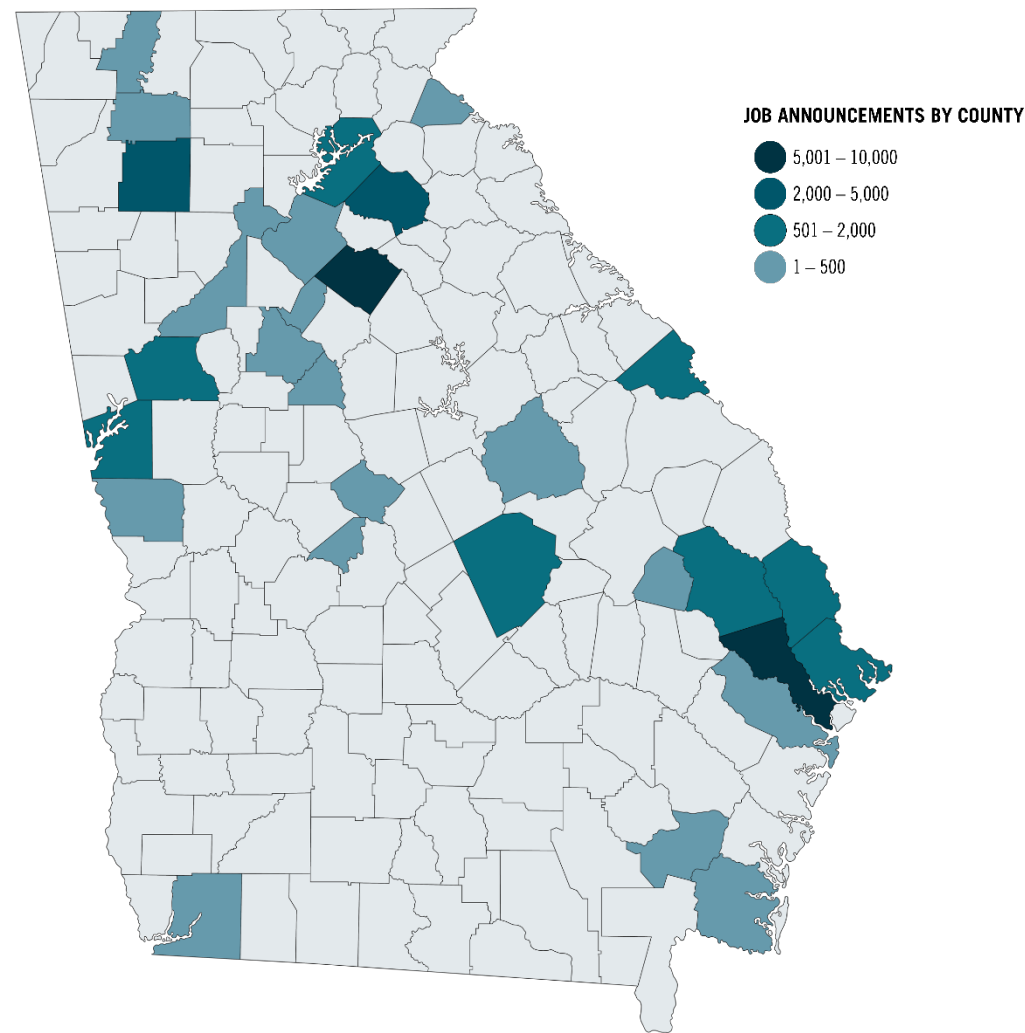
**PROJECT SUPPORT &
IMPLEMENTATION**
Technical Assistance



E-MOBILITY RELATED ECONOMIC DEVELOPMENT IN GEORGIA, 2018-2024

\$29B+
in investment
60+ PROJECTS

Over 36,000 jobs across 31
counties



Source: Georgia Department of Economic Development, 2024

Map: E-Mobility Manufacturing Workforce Needs Snapshot, Carl Vinson Institute of Government, 2024



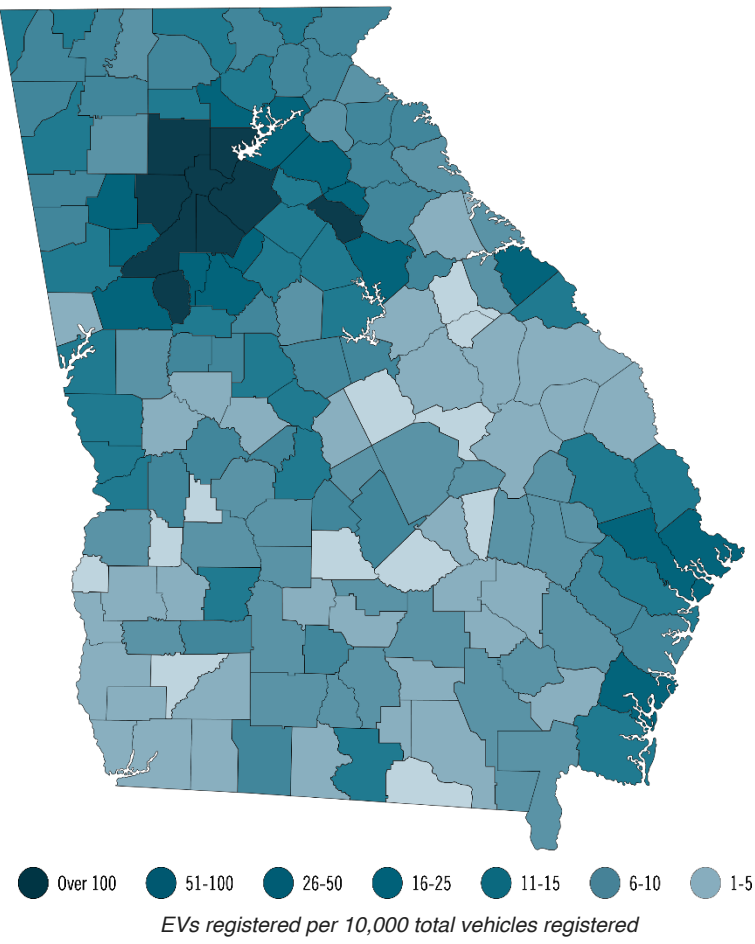
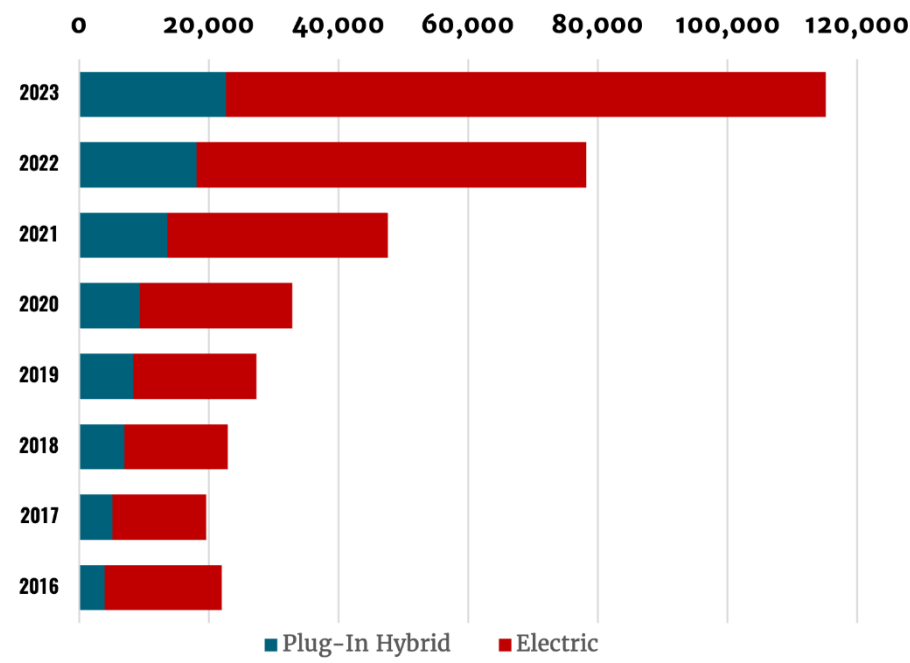
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EV REGISTRATIONS IN GEORGIA ARE GROWING



Sources: U.S. Department of Energy, 2024; Georgia Department of Revenue, 2024

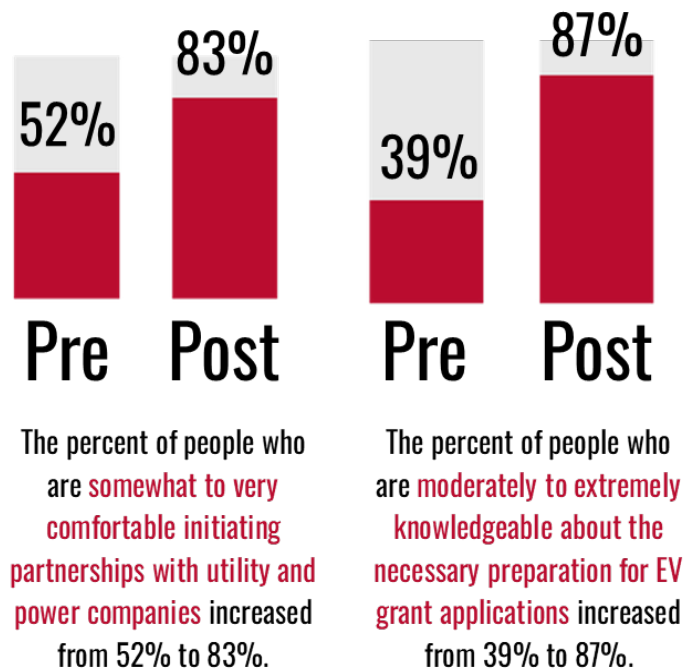
Regional Workshops



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Survey Feedback



86% of participants stated that public interest in personal EV ownership should have at least a moderate impact on the responsibilities and initiatives of the government.

Range anxiety is seen as the greatest barrier to EV adoption.

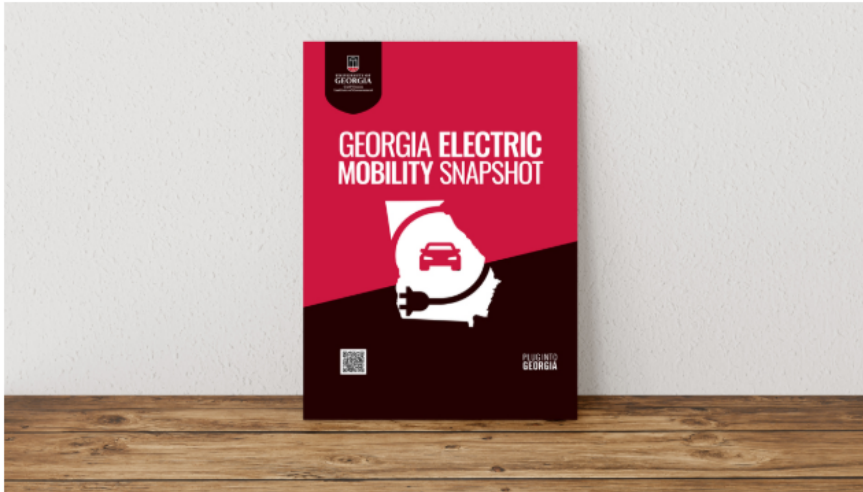
In-Person Workshops are reported as more valuable than webinars because of connections with other attendees.

A lot of questions remain for local governments including fleet management, workforce needs, public safety, and infrastructure planning.



Tools and Resources

We are building a growing library of tools and resources related to electric mobility and energy. Find guidebooks, webinar recordings, reports, and more on this page.



New! Georgia Electric Mobility Snapshot

The Georgia Electric Mobility Snapshot provides statistics and trends on the electric mobility landscape in the state today.

[View Snapshot](#)



New! EV 101: A Georgia Guide for Public Charger Success

This guidebook is part of the Plug into Georgia Initiative, and it provides strategies and best practices for local governments to plan, acquire, and install public EV chargers in rural small-town communities.

[View Guidebook](#)



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Case Study Library

CASE STUDY

UNIVERSITY OF GEORGIA

PLUG INTO GEORGIA



AUG 2025

FLEET ELECTRIFICATION AT UGA: A CASE STUDY IN PROGRESS



An inside view of how UGA's Facilities Management Division is implementing electric vehicles — and what they've learned so far

In the last five years, the State of Georgia and the University of Georgia have established themselves as leaders in electric mobility innovation, research, and outreach. The state has announced over \$29 billion in investment and over 36,000 jobs in this sector, while UGA has invested in electric mobility-focused faculty and become an early adopter of electric vehicles across its fleet and grounds equipment.

As of 2025, 8 percent of the Facilities and Maintenance Division's (FMD) fleet is now electric, which includes 22 low-speed vehicles, 6 EV sedans, and 1 hybrid SUV. The next focus will be on trucks and vans. With the existing electric fleet, UGA's FMD has learned valuable lessons, established a business case for electrification, and developed a strategy that can be replicated by other institutions and communities across Georgia.

The Office of Sustainability within FMD is a partner in the recently concluded Interdisciplinary Presidential Seed Grant coordinated by UGA's Carl Vinson Institute of Government. The Institute is working with the Office to translate UGA's on-campus experiences into outreach materials like this to support electrification decision-making for other government institutions in Georgia.

KEY CONSIDERATIONS:

1. CHARGING & SITE READINESS

Start with a charging plan. L1 and L2 are often sufficient for low-speed or electric equipment, but electric infrastructure may still need to be upgraded before charging can be installed. Ensure sites are assessed for infrastructure before purchasing an EV.

2. DEMO & DUE DILIGENCE

Thoroughly test EV options with operational needs through demos and analyses before making a decision and work with vendors to identify the best fit options and potential financial incentives.

3. START WITH LOW-SPEED EVs

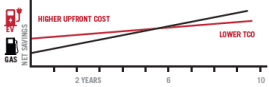
Low-speed EVs are a good entry to fleet electrification because they are lower cost and can utilize Level 1 charging (traditional outlets), but there are limitations in where low-speed vehicles can travel (must avoid busy roads).

GASOLINE AND REPAIRS MAKE UP NEARLY HALF OF FMD'S FACILITY SHOP EXPENSES



FACILITY SHOP EXPENSES

Category	Expense
Gasoline	\$14K
Repairs	\$36K+



HIGHER UPFRONT COST

LOWER TCO

WHY IS THE TCO LOWER?

- Gas costs \$0.15-\$0.17 more per mile than electricity (78% less efficient).
- EV maintenance costs are approximately 50% less than gas vehicle maintenance costs.

GAS COSTS \$0.15-\$0.17 MORE PER MILE

ELECTRIC VEHICLE MAINTENANCE 50% LOWER

Carl Vinson Institute of Government
Facilities Management Division
Office of Sustainability

QUESTIONS? CONTACT US! ELECTRIC MOBILITY AND ENERGY TEAM: ENERGY@CVOG.UGA.EDU

CASE STUDY

MIDDLE GEORGIA

PLUG INTO GEORGIA



AUG 2025

MIDDLE GEORGIA'S ROAD TO SUCCESS



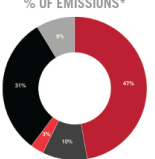
PUBLIC EV CHARGING AS A REGIONAL SOLUTION

In the face of a looming economic threat tied to air quality concerns, Middle Georgia Regional Commission (MGRC) turned a challenge into an opportunity by investing in clean transportation. After being designated as a non-attainment area for air quality in 2003, Middle Georgia faced growing concerns over potential economic impacts from this designation, including possible reduction in operations at Robins Air Force Base — a major employer and key-stone of the region. Seeking long-term solutions, regional leaders launched the Middle Georgia Clean Air Coalition strategy to improve air quality, which included solar energy, rail emission reductions, and clean transportation efforts.

With the transportation sector representing nearly half of air pollution in the region, MGRC has prioritized reducing vehicle emissions as it represents one of the greatest opportunities to improve air quality for residents, visitors and businesses.

Understanding this, MGRC identified one major barrier to EV adoption: the lack of visible and accessible charging infrastructure. To bridge this gap, they mapped out key locations, created incentives for installation, and ultimately secured a \$15 million federal grant to deploy public chargers across the region, ensuring both environmental and economic benefits.

% OF EMISSIONS*



Sector	% of Emissions
Transportation	47%
Commercial	31%
Agriculture	10%
Industrial	8%
Residential	4%

*Source: Jan 2025–Jan 2024 emissions by sector for MGRC counties. Data from Georgia

KEY LESSONS LEARNED:

REGIONAL COLLABORATION IS ESSENTIAL

Rural communities must work together to implement large-scale infrastructure projects that provide both economic and public benefits.

PLANNING AND PREPARATION MATTER

A data-driven, well-documented regional strategy significantly strengthened MGRC's ability to attract grant funding.

INFRASTRUCTURE DRIVES ADOPTION

Public charging visibility boosts consumer confidence, leading to increased EV sales and adoption. MGRC found that areas without public charging are correlated with areas that have lagging EV sales.

SHOW PROGRESS IS STILL PROGRESS

MGRC's efforts to increase electric transportation have been ongoing for over 20 years with the first successes spurred by public investments to support tourism, infrastructure and funding take time, but persistence and partnerships lead to success.

LOOKING FORWARD:

MGRC is exploring partnerships with third-party owner and operator firms to manage the ongoing maintenance and support of the charging system as required under federal grant regulations. The regional commission is also looking to expand partnerships related to education and workforce development to better prepare future workers for good-paying jobs in the energy sector.

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ACTIONS TAKEN TO IMPROVE AIR QUALITY:



Added solar to offset needs from Plant Scherer, a nearby coal plant, including 128MW facility on Robins AFB.



Worked with Norfolk Southern to convert locomotives to low-emission.



2 grant-funded electric Macon Transit Authority buses and charging infrastructure.



15 grant-funded electric school buses in Bibb County.



Implemented a regional cost-share program for clean air projects.



Identified 111 proposed EV charging stations that would ensure all Middle Georgians are within 15 minutes of a public charger.

Public EV charging stations serve more than just drivers, they contribute to local economic development. In Forsyth, a city northwest of Macon along I-75, there has been a noticeable number of EV drivers parking at the installed chargers and walking downtown.



Forsyth Mayor Eric Wilson noted that the city's EV charger was frequently in use around lunchtime as hungry drivers would pull off the interstate to recharge their vehicles and themselves. Since the initial public investment, several additional chargers have been installed by the private sector, illustrating how charging infrastructure can increase foot traffic and support local businesses.

—Eric Wilson, Forsyth Mayor

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TIMELINE

August 2022: Decisions Made
April 2024: Funding Secured
July 2024: Permits Approved
September 2024: Installation
March 2025: Operational

LESSONS LEARNED

Leverage Networking Opportunities
Appoint a Project Manager
Maintain Adaptability & Patience



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What's Next

- Continue offering electric mobility resources & technical assistance
- Community of practice & EV readiness designation coming in 2026
- Electric mobility is part of a larger energy conversation in Georgia

Georgia Net Electricity Generation by Source June 2025 – US EIA



■ Natural Gas-Fired ■ Coal-Fired ■ Nuclear ■ Hydroelectric ■ Renewables



Increasing Energy Demand

Over the next six years, Georgia Power projects approximately 8,500 megawatts (MW) of electrical load growth, an increase of more than 2,600 MW in peak demand by the end of 2030 when compared to projections in the 2023 IRP Update.

Where is that demand coming from?

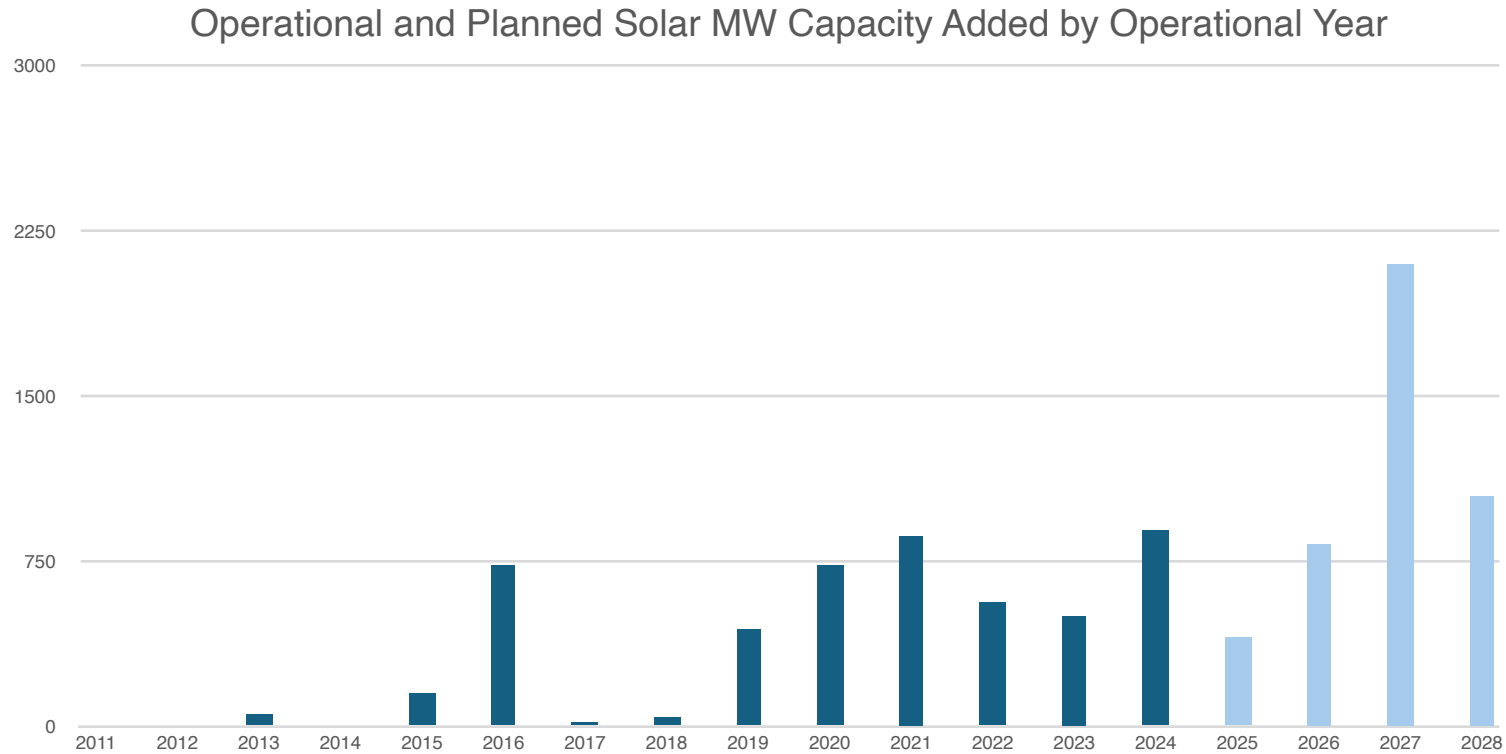
What does this mean?

Where will that new generation come from?



Georgia Solar Land Use Report Preview

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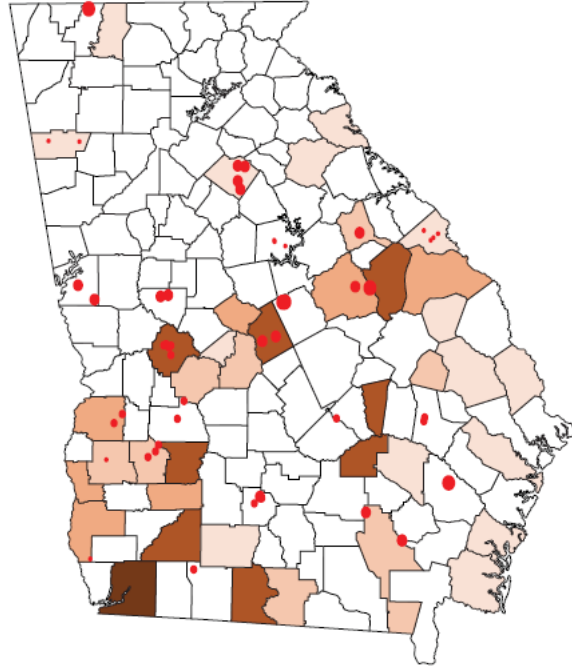


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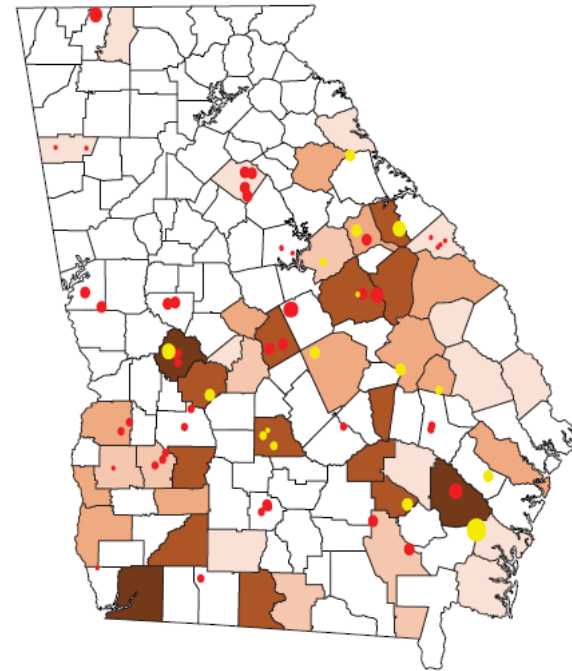


Georgia Solar Land Use Report Preview

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Operational Solar as of June 2025



Planned Solar as of June 2025

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