



OFFICE OF PLANNING AND BUDGET

Brian P. Kemp
Governor

Kelly Farr
Director

As Georgia’s designated beneficiary, the Governor’s Office of Planning and Budget provides the following report fulfilling section 5.3 of the Environmental Mitigation Trust Agreement describes the Beneficiary Reporting Obligations. For each Eligible Mitigation Action, no later than six months after receiving its first disbursement of Trust Assets, and thereafter no later than January 30 (for the preceding six-month period of July 1 to December 31) and July 30 (for January 1 to June 30) of each year, each Beneficiary shall submit to the Trustee a semiannual report describing the progress implementing each Eligible Mitigation Action during the six month period leading up to the reporting date. Georgia received its first allocation on November 15, 2018. This report covers the November 15 to December 31 reporting period.

Project #1. SRTA Xpress transit bus replacements

Project #1 is for the replacement of Xpress transit buses. Xpress transit buses operate in 12 Atlanta Metropolitan Area counties and draw ridership from 40 counties. The Xpress buses provide Atlanta Metropolitan Area commuters with a transportation option that also reduces NOx emissions. The Xpress project was selected due to SRTA’s service area, operating within counties that comprise the Atlanta Metropolitan Area. As stated previously, the Atlanta Metropolitan Area is the only area of the state that is not meeting the current ozone NAAQS. Additionally, the Atlanta Metropolitan Area is disproportionately impacted by NO_x emissions from mobile sources. The Xpress project will benefit the Atlanta Metropolitan Area by increasing the capacity of Georgia’s most congested highways, reducing mobile source NO_x emissions through the reduction of private motor vehicle usage, and reducing NOx emissions from the public transit buses by replacing older diesel engines with new, efficient diesel engines and/or replacing diesel transit buses with electric transit buses. Table 1 summarizes the funds utilized and table 2 summarizes the buses ordered, deployed, and destroyed during the semiannual period. Table 3 summarizes the changes in the project during the semiannual period and project status.

Table 1 – Funds Utilized
SRTA Xpress transit bus replacements
July 1, 2018 – December 30, 2018

VW Mitigation Funds Available	VW Mitigation Funds Encumbered	VW Funds Utilized – Semiannual Period	VW funds Utilized – Rolling for Project	Actual/Projected Completion Date
\$36,839,255.00	\$32,914,420	\$0	\$0	September 2019 (Phase I)

**Table 2 – Bus Disposition Summary
SRTA Xpress transit bus replacements
July 1, 2018 – December 30, 2018**

Item	Total – Semiannual Period	Total – Rolling for Project	Actual/Projected Implementation Date
Number of new buses deployed	0	0	September 2019
Number of new diesel buses ordered	67	67	December 2018
Number of new electric buses ordered	0	0	March 2020
Number of disposed buses	0	0	September 2019

**Table 3 – Project/Plan Status
SRTA Xpress transit bus replacements
July 1, 2018 – December 30, 2018**

Changes to the project plan during semiannual period:

1. The project plan shifted the construction of the electric bus infrastructure from Draw #1 into the upcoming Draw #3. To adequately construct the electric bus infrastructure, the specifications for the electric buses and associated charging equipment are required. This will be determined after the completion of a Request For Proposal (RFP), which is anticipated in early 2020.
2. The diesel bus and electric bus components for Draw #2 were divided into two separate draws. The revised Draw #2 now includes additional funds necessary to purchase the 10 remaining diesel buses.
3. The revised Draw #3 includes the funding required to complete the purchase of 20 electric buses and associated charging equipment/infrastructure.

Project status for installation and deployment of charging infrastructure:

The installation and deployment of the electric bus infrastructure was shifted to begin in calendar year 2020. To adequately construct the electric bus infrastructure and install the charging equipment, the specifications for the electric buses and associated charging equipment are required. This will be determined after the completion of a Request For Proposal (RFP), which is anticipated in early 2020.

Project # 2. All-electric terminal-to-terminal transit bus replacements at Hartsfield-Jackson Airport (HJA)

Project #2 is for the proposed replacement of terminal-to-terminal diesel transit buses at HJA with all-electric buses, including charging infrastructure. The terminal-to-terminal buses transport passengers from the international terminal to the domestic terminal and back. This project is part of an overall strategy at HJA to reduce diesel emissions at the airport. The new electric buses will also reduce NO_x emissions. HJA terminal-to-terminal transit buses operate in Clayton and Fulton counties, which are also part of the 2008 ozone maintenance area.

As shown in Tables 4, 5, and 6, VW mitigation funds have not been allocated to this project.

**Table 4 – Bus Disposition Summary
Terminal-to-Terminal Transit Bus Replacements at Hartsfield-Jackson Airport (HJA)
July 1, 2018 – December 30, 2018**

Item	Bus Type (D = diesel; E = electric)	Total – Semiannual Period	Total – Rolling for Project	Actual/Projected Implementation Date
Number of new buses deployed	0	0	0	TBD
Number of new buses ordered	0	0	0	TBD
Number of new buses ordered	0	0	0	TBD
Number of disposed buses	0	0	0	TBD

**Table 5 – Funds Utilized
Terminal-to-Terminal Transit Bus Replacements at Hartsfield-Jackson Airport (HJA)
July 1, 2018 – December 30, 2018**

VW Mitigation Funds Available	VW Mitigation Funds Encumbered	VW Funds Utilized – Semiannual Period	VW funds Utilized – Rolling for Project	Actual/Projected Completion Date
0	0	0	0	TBD

Table 6 – Project/Plan Status
Terminal-to-Terminal Transit Bus Replacements at Hartsfield-Jackson Airport (HJA)
July 1, 2018 – December 30, 2018


<p>Changes to the project plan during semiannual period:</p> <p>No VW Mitigation Funds encumbered for this project to date. No changes in the project plan to date.</p>
<p>Project status for installation and deployment of charging infrastructure:</p> <p>Project has not commenced yet.</p>

I attest that the information provided is accurate and that the submission is made under penalty of perjury.

Printed Name

Chris Wells

Signature



Date

February 21, 2019

If you have any questions, please contact Chris Wells at 404-656-3861.