



## OFFICE OF PLANNING AND BUDGET

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. On June 18, 2019, Georgia submitted its second request for funding to include a redirection of approved funds for electric infrastructure and a request for funding to complete the purchase of 10 additional buses. This approach completes Georgia's request to purchase a total of 77 diesel buses as stated in its approved Mitigation Plan. This report covers the July 1, 2018 to June 30, 2019 reporting periods.

### **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 NO<sub>x</sub> 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<sub>x</sub> emissions from mobile sources. The Xpress project will benefit the Atlanta Metropolitan Area by alleviating the congestion on Georgia's most congested highways, reducing mobile source NO<sub>x</sub> emissions through the reduction of private motor vehicle usage, and reducing NO<sub>x</sub> 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 and for the project to date. Table 3 summarizes the changes in the project during the semiannual period and project status. Tables one and two includes Georgia's June 18, 2019 request.

**Table 1 – Funds Utilized**  
**SRTA Xpress transit bus replacements**  
**July 1, 2018 – June 30, 2019**

| 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                  | \$34,811,605                   | \$0                                   | \$0                                     | September 2019                   |



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**Table 2 – Bus Disposition Summary  
SRTA Xpress transit bus replacements  
July 1, 2018 – June 30, 2019**

| Item                                 | Semiannual Period<br>7/1/2018 – 12/31/2018 | Semiannual Period<br>1/1/2019 – 6/30/2019 | Total |
|--------------------------------------|--|---|-------|
| Number of new buses deployed         | 0  | 0   | 0     |
| Number of new diesel buses ordered   | 67   | 10  | 77    |
| Number of new electric buses ordered | 0  | 0   | 0     |
| Number of disposed buses             | 0  | 0   | 0     |

**Table 3 – Project/Plan Status  
SRTA Xpress transit bus replacements  
July 1, 2018 – June 30, 2019**

**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)**



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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 eliminate NO<sub>x</sub> emissions. HJA terminal-to-terminal transit buses operate in Clayton and Fulton counties, which are also part of the 2015 ozone nonattainment area and the 2008 ozone maintenance area. This project has not begun yet, as shown in Tables 4, 5, and 6. No VW mitigation funds have been allocated to this project to date.

**Table 4 – Bus Disposition Summary**  
**Terminal-to-Terminal Transit Bus Replacements at Hartsfield-Jackson Airport (HJA)**  
**July 1, 2018 – June 30, 2019**

| Item                                 | Total – Semiannual Period | Total – Rolling for Project | Actual/Projected Implementation Date |
|--------------------------------------|---------------------------|-----------------------------|--------------------------------------|
| Number of new buses deployed         | 0                         | 0                           | TBD                                  |
| Number of new diesel buses ordered   | 0                         | 0                           | TBD                                  |
| Number of new electric buses ordered | 0                         | 0                           | TBD                                  |
| Number of disposed buses             | 0                         | 0                           | TBD                                  |

**Table 5 – Funds Utilized**  
**Terminal-to-Terminal Transit Bus Replacements at Hartsfield-Jackson Airport (HJA)**  
**July 1, 2018 – June 30, 2019**

| 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                              |



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

**Changes to the project plan during semiannual period:**

No VW Mitigation Funds encumbered for this project to date. No changes in the project plan to date.

**Project status for installation and deployment of charging infrastructure:**

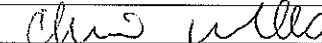
Project has not commenced yet.

I attest that the information provided is accurate.

Printed Name

Chris Wells

Signature



Date

7/30/2019

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