



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 coincides with Georgia's request to purchase diesel buses as stated in its approved Mitigation Plan. On August 29, 2019, Georgia received \$2,027,650 to continue the purchase of diesel buses. The final procurement and deployment of diesel buses for replacement has been ongoing throughout the current reporting period. On April 13, 2022, Georgia submitted its third draw request to the Trust in the amount of \$8,911,400 for the procurement and deployment of ten electric buses and associated charging infrastructure. The Trust formally approved this request June 13, 2022. This report covers the July 1, 2018 to December 31, 2022 reporting periods.

Project #1. State Road and Tollway Authority (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_x 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 National Ambient Air Quality Standards (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 alleviating the congestion on Georgia's most utilized highways, reducing mobile source NO_x emissions through the reduction of private motor vehicle usage, and reducing NO_x emissions from 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 include Georgia's requests.



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Table 1 – Funds Utilized
SRTA Xpress transit bus replacements
July 1, 2018 – December 31, 2022

VW Mitigation Funds Available	VW Mitigation Funds Encumbered	VW Funds Utilized – Semiannual Period	VW funds Utilized – Rolling for Project	Actual/Projected Completion Date
\$11,400,006.65	\$8,795,680.05	\$505,353.86	\$40,304,313.30	6/30/2023

Table 2 – Bus Disposition Summary
SRTA Xpress transit bus replacements
July 1, 2018 – December 31, 2022

Item	Prior Periods 7/1/2018 – 6/30/2022	Semiannual Period 7/1/2022 – 12/31/2022	Total
Number of new buses deployed	82	0	82
Number of new diesel buses ordered	82	0	82
Number of new electric buses ordered	0	10	10
Number of disposed buses	81	1	82

Table 3 – Project/Plan Status
SRTA Xpress transit bus replacements
July 1, 2018 – December 31, 2022

Changes to the project plan during semiannual period:

N/A

Project status for installation and deployment of charging infrastructure:

The installation and deployment of the electric bus infrastructure is in its beginning stages, as commuter-coach electric buses are now road-tested and available for service providers. After reviewing specifications necessary for deployment, the Xpress system is planning to deploy ten (10) electric commuter-coach buses utilizing environmental mitigation trust funds to match with Federal Transit Agency (FTA) grant funding through the Low or No Emission Vehicle Program (5339-C). This program funding also applies to charging infrastructure for the proposed buses. Electric



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infrastructure improvements at Xpress facilities are also in development with the local power provider.



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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 eliminate NO_x 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 – Funds Utilized

Terminal-to-Terminal Transit Bus Replacements at Hartsfield-Jackson Airport (HJA) July 1, 2018 – December 31, 2022

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 5 – Bus Disposition Summary

Terminal-to-Terminal Transit Bus Replacements at Hartsfield-Jackson Airport (HJA) July 1, 2018 – December 31, 2022

Item	Prior Periods 7/1/2018 – 6/30/2022	Semiannual Period 7/1/2022 – 12/31/2022	Total
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



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Table 6 – Project/Plan Status
Terminal-to-Terminal Transit Bus Replacements at Hartsfield-Jackson Airport (HJA)
July 1, 2018 – December 31, 2022

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 to the best of my knowledge the information provided is accurate.

Printed Name

Signature

Date

Stephanie Beck

Stephanie Beck

1/24/2023

If you have any questions, please contact Dale Brantley at 678-239-9760.