



Atlanta EV Fleet Alliance: Accelerating Local Government Fleet Electrification in the Atlanta Metropolitan Area for Cleaner Air and Healthier Communities

1. OVERALL PROJECT SUMMARY AND APPROACH

a. Description of GHG Reduction Measures

Project Description Overview: The Clayton County Government, representing a coalition that includes Cobb County, the City of Forest Park, the City of Jonesboro, the City of Lovejoy, the City of Douglasville, the City of East Point, the City of South Fulton, and the City of Union, all part of the Atlanta Metropolitan Region in Georgia, seeks **\$45,059,866** in funding from the US Environmental Protection Agency (EPA) Climate Pollution Reduction Grant (CPRG) for the **Atlanta EV Fleet Alliance: Accelerating Local Government Fleet Electrification in the Atlanta Metropolitan Area for Cleaner Air and Healthier Communities**. According to the Atlanta MSA¹ Priority Climate Action Plan, the transportation sector contributes to 41% of the region's total annual CO₂ emissions, with 2019 figures showing 30,689,454 metric tons of CO₂ emissions. Moreover, fossil-fueled vehicles are major contributors to the high levels of criteria and hazardous air pollutants in the Atlanta region, placing many communities within the 80th and 95th percentile nationally for PM 2.5 levels. Low income and disadvantaged communities, which constitute 75% of Clayton County's population and 46 % of the coalition's collective population, bear the brunt of the adverse public health impacts from these pollutants, as LIDAC populations are more likely to reside and work near heavily trafficked roads. Transitioning to zero-emission electric vehicles stands as a critical strategy for reducing GHG emissions within the Atlanta region and enhancing air quality for its most at-risk communities. The Atlanta EV Fleet Alliance is a coalition of nine local governments dedicated to leading by example through accelerating their own public fleet conversions, setting a standard for the community at large and paving the way for a rapid and inclusive adoption of electric vehicles across the region.

GHG Reduction Measure: The project will lower greenhouse gas (GHG) emissions in the transportation sector by phasing out aging government fleet vehicles and introducing zero emissions electric vehicles in 9 localities across the Atlanta metropolitan region. Each locality will install new EV charging infrastructure to facilitate EV conversion. At least 20% of EV chargers will be supplied by solar energy, further reducing GHG emissions.

Relation to PCAP: Clayton County is submitting this Climate Pollution Reduction Grants (CPRG) Implementation project proposal under the [US EPA Priority Climate Action Plan \(PCAP\)](#) for the Atlanta Metropolitan Statistical Area (MSA), developed by the Atlanta Regional Commission (ARC), a regional

¹ Atlanta-Sandy Springs-Alpharetta Metropolitan Statistical Area (Atlanta MSA)

planning and intergovernmental coordination agency for the 11-county Atlanta region, which includes all 9 cities and counties participating in the EV Fleet Alliance project. The PCAP builds upon the existing climate-related work of ARC, as well as the climate, clean energy and sustainability work of metro Atlanta's local governments. As part of the PCAP's list of near-term, high-impact, implementation-ready actions that will significantly reduce GHGs in the Atlanta metropolitan area, two priority strategies were highlighted: **electrification of fleets** and **expansion of EV charging infrastructure**. The PCAP prioritizes transitioning local government fleets from fossil fuel to electric vehicles and building charging stations for fleets. The PCAP estimates that fully electrifying all government fleets in the Atlanta MSA by 2050 will reduce CO2 emissions by 12,687,689 metric tons. The Atlanta EV Fleet Alliance project aims to directly contribute to the identified strategies in the PCAP through piloting EV local government fleet transitions and charging infrastructure development across the 9 participating localities (the "Coalition Members"), serving as a scalable model for the other 150 cities and 29 counties that make up the Atlanta Metropolitan Statistical Area (MSA).

Key Features of the GHG Reduction Measure:

- Transition to Electric Vehicles: The nine Coalition Members will retire aging non-emergency government vehicles, ranging from passenger sedans to heavy-duty trucks and street sweepers, and replace them with advanced battery technology EVs. Each locality has already identified their oldest vehicles with highest tailpipe emissions that need replacing. This transition will not only cut GHG emissions from current fleets but will also precipitate substantial lifecycle cost savings due to lower fuel and maintenance needs. Deployment of EVs in government fleets will reduce critical and hazardous air pollutants that impact the health of disadvantaged communities across the region who are more likely to live near roadways.
- Charging Infrastructure Build-Out: Each coalition member will install Level 2 and DC Fast Charging stations near government buildings (such as police headquarters, town halls, public safety training facilities. Charging stations will be enhanced with smart-charging to efficiently manage energy use. The Coalition Members will work together to coordinate procurement efforts for Charge-Point Operators to reduce costs and optimize efficiency. Each locality will implement necessary utility and electrical infrastructure upgrades to ensure a smooth transition to electric mobility. In several participating cities, EV chargers will be open to the public, further facilitating the EV transportation transition in the broader community. Coalition members will develop partnerships with existing Atlanta workforce development programs to train and hire EV charging technicians, investing in new job opportunities in the growing green economy.
- Piloting Solar-Powered Charging Stations: A key feature of the EV charging infrastructure build-out is the integration of solar, with 20% or more of the stations powered by on-site solar PV installations or through the use of grid independent mobile solar EV charging stations. The mobile stations will not require permitting, construction or electrical work and will charge EVs during grid outages, promoting energy resilience and independence in the face of the growing risks of severe weather that Georgia faces. Solar charging stations will further cut GHG emissions over the course of the five-year project, as natural gas remains the number one source of electricity in Georgia.
- Capacity-building and Peer Learning: To ensure the success and scalability of the government fleet EV transition, the project places a strong emphasis on capacity building and peer learning among the cities and localities. Over five years, the project will facilitate knowledge transfer from technical consultants to local government staff, as well as between governments, focusing on best practices for EV fleet management, charging infrastructure development, and renewable energy integration. Peer learning exchanges will be a cornerstone of the project, enabling

participating localities to share insights, challenges, and successes in real-time. “Trailblazer” Coalition Members with more advanced EV integration experiences will mentor those in the earlier stages of adoption, fostering an environment of collaborative growth and learning. The [Southeast Sustainability Directors Network](#) will support the peer-to-peer learning and capacity building component of the project, sharing EV fleet transition best practices from localities across their network and providing support for the Coalition members throughout the project. This approach not only accelerates the overall adoption process but also builds a robust network of informed and empowered local governments, capable of driving forward the region's clean transportation goals.

Goals of the CPRG Program

- Reduce GHG emissions by **10,484 MT CO₂** by 2030 and **49,174** by 2050.
- Reduce criteria air pollutants (CAPs) in LIDAC communities, with an estimated reduction of **432 kg of PM_{2.5} and 11,277 kg of NO_x**
- Reduce hazardous air pollutants (HAPs) in LIDAC communities, with an estimated reduction of **2,517 kg of VOC**
- Retire **445 aging fossil fueled vehicles** out of government fleets and replace with zero emissions EVs
- Install **273 Level II and DCFC** EV chargers, with 20% of installations coming from **solar energy**
- Build capacity in at least **70 government staff** (fleet managers, public and utility works staff, and other staff members) in technical and management knowledge for EV fleet transitions and EV charging infrastructure development and over 300 staff members in use of EVs

Proposed Scope: The Atlanta Metro EV Fleet Alliance project will fast-track the EV transition of local government fleets across nine localities, replacing 445 aging gasoline-powered vehicles with zero-emission EVs and installing charging infrastructure by October 1, 2029. With US EPA CPRG Implementation grant funds, the Atlanta Metro EV Fleet Alliance team will accomplish the following key activities:

- **Technical Analysis and Transition Planning:** Perform comprehensive assessments of existing fleets to devise optimal transition strategies and schedules for integrating EVs, minimizing service disruptions, and planning for future technological advancements. The Coalition will hire consultants to support “Newcomer” localities who need additional support in fleet transition planning and placement of chargers. “Trailblazer” localities that have already completed EV fleet transition planning will launch infrastructure development activities upon grant award.
- **Infrastructure Development for EV Charging:** Identify appropriate locations for EV charging stations and implement a shared procurement strategy for installation, emphasizing compatibility and renewable energy, especially solar, to power the infrastructure.
- **Procurement of Electric Vehicles:** Each coalition member will select and purchase cost-effective, high-quality EV vehicles to replace the end-of-life heavy duty, medium duty, light duty, passenger vehicles, etc. that have been identified by fleet managers as ready to be retired.
- **Maintenance and Operational Training:** Establish a detailed maintenance regime for the EV fleet, coupled with specialized training for fleet managers and mechanics and for staff and drivers on EV maintenance, operation, and efficiency practices.
- **Monitoring, Reporting, and Continuous Improvement:** Deploy a monitoring system to track fleet and infrastructure performance, using data-driven insights to refine and improve the

electrification process over time. Documentation of key lessons learned and knowledge sharing between localities through peer-to-peer exchanges.

Coalition Roles and Responsibilities

This unique coalition is composed of a diverse range of cities and counties, each varying in size, population, and experience with electric vehicles (EVs). While some members, such as Cobb County, are recognized pioneers in EV fleet integration, having successfully transitioned a significant portion of their fleets, others are new to fleet electrification. This diversity creates a unique opportunity for a rich exchange of knowledge and best practices. The coalition is poised to foster a robust learning community, facilitating peer-to-peer learning that will accelerate adoption among the less experienced localities. Clayton County serves as the central coordinator and lead applicant for this initiative, steering the collaborative efforts of the coalition. Within this alliance, the eight additional localities are categorized based on their EV integration experience: some are recognized as "trailblazers" with advanced EV projects, while others are stepping into this arena for the first time, "newcomers", ready to embrace the shift towards zero emissions with guidance and shared learning from their peers. A representative of each coalition member will participate in the EV Alliance Task Force, signing an MOA outlining partner roles and responsibility upon selection from grant award in July 2024.

Table 1 Roles and Responsibilities

Lead Applicant / Project Steward: Clayton County	Trailblazer Localities: Cobb County, South Fulton,	EV newcomers: Forest Park, Jonesboro, Lovejoy, Douglasville, East Point, Union
<ul style="list-style-type: none"> -Acts as the central administrative hub, responsible for grant management, reporting, and overall project coordination. -Facilitates communication between coalition members, provides updates to the EPA, and ensures compliance with grant requirements. -Coordinates shared procurement processes and disseminates best practices and lessons learned throughout the coalition. 	<ul style="list-style-type: none"> -Comprised of cities and counties with prior EV experience or advanced planning for fleet electrification. -These localities will be the first to implement project activities, drawing on their existing groundwork and expertise in EV transition. -Responsibilities include piloting initial EV deployments, testing infrastructure rollouts, and developing case studies and templates for successful implementation 	<ul style="list-style-type: none"> -Cities that are new to EV transition or have minimal existing planning. -These localities will focus on intensive planning and design in the first year, with support from the learnings of the Trailblazers -Their roles include participating in capacity-building activities, developing tailored transition plans, and preparing for the phased rollout of EVs and infrastructure.

LEAD APPLICANT/PROJECT STEWARD



TRAILBLAZER LOCALITIES



EV NEWCOMERS



Table 2: Milestones, Tasks, Timeline

Milestone 1: Clayton County Government oversees and manages grant administration, program management, and reporting.	YEAR 1		YEAR 2		YEAR 3		YEAR 4		YEAR 5	
	S1	S2	S3	S4	S5	S6	S7	S8	S9	S10
Task 1.1: Clayton County Government crafts a Request for Proposal to competitively select a program manager and up to 2 supporting staff by end of July 2024 to oversee the five-year initiative, ensuring execution, adherence to timelines, and efficient resource allocation.	●									
Task 1.2: Clayton County Government secures legal and accounting services to assist with the administration of the grant. Program administration team establishes internal accounting, subaward, and reporting protocols by August 2024.	●									
Task 1.3: Program Management Team works with Clayton County Government to design RFP for year-long consultant to help localities that need technical support EV transition planning [see Milestone 3].	●									

Milestone 2: Convene Alliance and establish peer learning activities										
Task 2.1: Host kick-off meeting upon grant award in July '24 with selected representatives from each of the coalition localities	●									
Task 2.2: Lead Applicant Clayton County and program management team confirm coalition governance structure and subaward and reporting protocols with Coalition Members, establishing system for tracking expenditures and performance measures	●									
Task 2.3: Coalition Members sign Memorandum of Agreement (MOA) in July 2024 to formally acknowledge and commit to their roles and responsibilities within the project	●									
Task 2.4: Program Management team will work with Clayton County to create a dedicated Peer Learning Task Force within the coalition in July 2024, comprising representatives from both "Trailblazer" and "Newcomer" localities, with the aim to facilitate targeted knowledge exchange.	●	●								
Task 2.5: Program Management team works with coalition members to organize quarterly Peer Learning exchanges starting in August 2024 for interested coalition members, where "Trailblazer" localities present case studies and best practices, and "Newcomer" localities can address their challenges. Expert consultant and SSDN will participate in exchanges to bring technical solutions and support.	●	●	●	●	●	●	●	●	●	●

Milestone 3: Consultant aids "Newcomer" localities in EV transition planning										
Task 3.1: Consultant conducts comprehensive readiness assessments and delivers custom site assessment protocols for "Newcomer" localities by October 2024, ensuring an understanding of infrastructure needs for EV transition	●									
Task 3.2: Consultant supports "newcomer" localities in the selection of appropriate charging infrastructure, taking into account current fleet composition, anticipated EV expansion, and site assessment outcomes, starting in November 2024 until March 2026	●	●	●							
Task 3.3: Consultant researches and identifies opportunities for shared procurement of charging infrastructure that can be standardized across multiple localities, with a proposal prepared by January 2025.	●									
Task 3.4: Consultant prepares a detailed report documenting the planning process, infrastructure implementation, and strategies for solar energy viability and integration, to be shared across the coalition for future replication	●	●	●							

Milestone 4: Installation of charging infrastructure (year 2,3) – *Trailblazer localities will likely begin infrastructure build out in early 2025 and Newcomer localities will begin build out in semester 2 of 2025											
Task 4.1: Complete detailed infrastructure planning, including finalizing shared procurement details for localities with similar needs, by Q1 2025	●										
Task 4.2: Begin construction, which involves civil and electrical work necessary for charger installation, ensuring that the groundwork for utilities aligns with the projected needs of the EV fleets, by Q2 2025.		●									
Task 4.3: Carry out the installation of charging stations, integrating them with the smart grid to optimize energy usage and management, to be finalized by Q4 2025		●									
Task 4.4: Implement solar charging solutions for 20% of the infrastructure, with the completion of solar charger installations by Q4 2025.			●	●	●	●	●	●	●	●	●

Milestone 5: Purchase and integration of EVs to government fleets											
Task 5.1: Develop a comprehensive fleet transition plan that confirms initial assessment of vehicles due for replacement, prioritizes vehicle procurement based on usage and environmental impact, and outlines the disposal/sale process for old vehicles	●	●	●								
Task 5.2: Begin the procurement process for new EVs, ensuring alignment with the charging infrastructure and operational requirements of each locality, with the aim to start receiving the first batch of vehicles		●	●	●							
Task 5.3: Establish a green disposal plan for retiring vehicles, which may include auctioning, selling to private parties, or recycling in an environmentally responsible manner, to be initiated alongside the arrival of new EVs			●	●	●	●					
Task 5.4: Integrate new EVs into the fleet, which includes driver training and updating fleet management systems		●	●	●	●	●	●	●	●	●	●
Task 5.5: Monitor and document the transition process, including the performance and user feedback on new EVs, fleet utilization and availability rates, energy consumption, cost savings, and other indicators using fleet management software and smart charging data				●	●	●	●	●	●	●	●

Risks:

SUPPLY CHAIN MANAGEMENT: Disruptions in global supply chains pose a risk of delaying the delivery of electric vehicles (EVs) and charging infrastructure components. A robust response involves developing contingency plans with a roster of diverse suppliers, placing orders well in advance, and establishing ongoing communication to closely monitor supply chain developments and adapt project timelines accordingly. Smaller vehicles will be easier to purchase on short timelines, whereas heavy-duty trucks must be ordered far in advance. Coordinating procurement will also help overcome the challenges facing EV manufacturers and Charge-Point Operators that struggle with fulfilling small, highly customized orders from localities working to electrify their fleets in piece-meal fashion as funding allows.

FISCAL OVERSIGHT: Financial uncertainties, such as inflation or price volatility, could lead to budget overruns in purchasing EVs, installing charging stations, or incorporating solar energy. To mitigate this,

the project team has included a contingency fund within its budget, providing a buffer to absorb unforeseen costs and ensure financial stability.

TECHNICAL CAPACITY ENHANCEMENT: Differences in EV infrastructure planning experience among coalition members could lead to delays and inefficiencies. To mitigate this, an expert consultant will be hired in the first year to help inform site assessment, charger selection and placement, and implementation support across the coalition, supporting the localities with the least experience and knowledge. Additionally, a Peer Learning exchange will be established, enabling 'Trailblazer' localities to share their expertise with 'Newcomer' members. This strategy aims to uniformly elevate the coalition's capability in managing and expanding their EV infrastructure efficiently.

POLICY: With the legislative shift recognizing electricity as a motor fuel, as delineated in [SB 146 - Amendments Regarding the Supply, Oversight, and Taxation of Motor Fuel for Electric Vehicles](#), this project faces potential financial implications due to the new tax regime on electricity used for EV charging. This policy change introduces a risk of increased operational costs for maintaining EV charging infrastructure, potentially affecting the overall affordability and adoption rates of electric vehicles. Given the new policy, implementing solar energy for charging infrastructure, particularly through the adoption of BEAM solar mobile units by Clayton County, Cobb County, and the City of South Fulton, stands to mitigate associated risks. These counties plan to test and pilot these innovative mobile units, aiming to expand and duplicate their application across the region. This strategy is intended to counteract the potential risks of price increases brought about by the policy.

b. Demonstration of Funding Need

Transportation as major contributor to GHG and pollutants in the Atlanta Region: Over the past 5 years, transportation has emerged as the leading contributor to GHG emissions in Georgia, with emissions on the rise as the state's 90,000 miles of roadways become increasingly crowded with fossil fuel vehicles (Project [Drawdown](#)). According to the US Energy Information Administration, Georgia ranks 8th nationally for transportation energy consumption. Transportation emissions surpassed pre-pandemic (2017) levels in 2021, with vehicles emitting 59.6 million metric tons of carbon dioxide equivalents in 2021, 4.0% higher than its 57.3 MMtCO₂-e in 2017. Gasoline-powered cars, pick-ups, and SUVs returned to pre-COVID levels. In contrast, emissions from diesel-fueled medium/heavy-duty trucks and buses grew by 16.1%, driven by a boom in the online retailing industry and accounting for nearly all of the sector's growth in emissions. Similarly, the Atlanta MSA mirrors the statewide trend, with transportation as the second largest source of GHGs, contributing to 41% of overall emissions across the 29-county region.

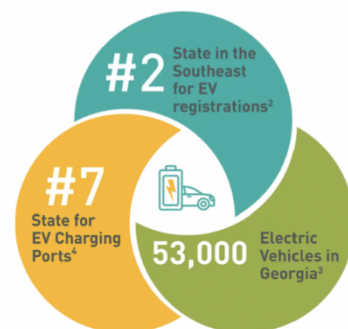
Fossil fuel vehicles are also one of the primary causes of criteria pollutants (particulate matter and nitrogen oxides) and toxic air pollutants (diesel particulate matter) in the Atlanta region. These pollutants represent an on-going public health challenge for residents of the Atlanta MSA, especially for those who live and work near roadways. Historically in the Atlanta metropolitan region, the communities nearest to major roadways are predominantly minority and low-income communities. Much of the metro Atlanta region is in the 80 to 95th percentile for national PM 2.5 levels according to EPA's EJSCREEN tool. Similarly, based on Diesel PM 2.5 levels, metro Atlanta ranks fairly high compared to the national average ([Georgia Commute](#)). Increased exposure to these kinds of air pollutants produces elevated risks for a number of health outcomes, such as asthma, heart attack, stroke and cancer. Citing the [American Lung](#)

Association, transitioning to electric vehicles and clean electricity could result in almost \$30 billion in cumulative health benefits by 2050 for Georgia, preventing 2,600 premature deaths and over 70,000 asthma attacks. Specifically, for the Atlanta MSA, such a transition could avoid 1,890 premature deaths, 59,400 asthma attacks, and 296,000 lost workdays.

The projected effects of climate change in Georgia will compound the negative health issues that already result from air pollution, further increasing burdens on disadvantaged communities. Higher temperatures and more frequent heat waves will increase heat stress, respiratory illnesses, and heat-related deaths. High temperatures also contribute to poor air quality, including the formation of ground-level ozone, which poses a risk to people with asthma and other respiratory illnesses. Ground-level ozone is projected to increase in the 19 largest urban areas of the Southeast, likely increasing hospital admissions due to respiratory illnesses, emergency room visits for asthma, and missed school days by children.

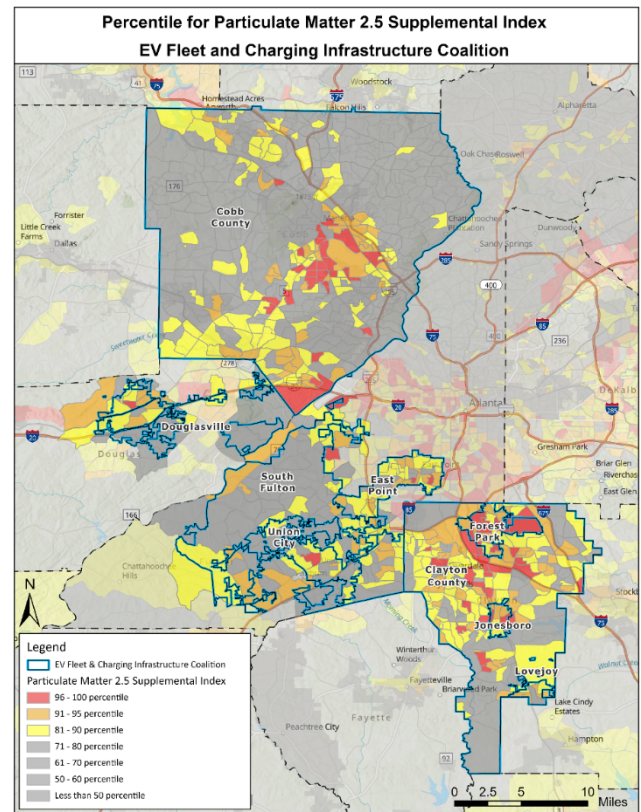
Growing potential yet with challenges for EVs in Georgia

As the evidence mounts regarding the harmful impact of GHG emissions and pollutants from the transportation sector in the Atlanta Metropolitan Region and across Georgia, policymakers, industry leaders, and local governments are increasingly recognizing the pivotal role for EVs in the transition to a sustainable, healthier future. Georgia leadership is aiming to position itself as a national leader in electric mobility, not only to harness environmental benefits but also to drive economic growth and innovation. Since 2018, Georgia has attracted 24 EV projects, generating 26,000 jobs and \$22.9 billion in investments, positioning it as a key player in the electric mobility sector. The state ranks second in the Southeast for EV registrations and seventh nationally for charging ports, with 53,000 electric vehicles already on its roads, with this number growing.



Despite this momentum, the transition of government fleets to EVs lags behind, hindered by financial, infrastructural, and knowledge challenges. The initial costs of EVs, while promising lower total ownership costs, require substantial upfront investment, posing a financial challenge to many government entities. Also, until recently, the range of EV models suitable for various government functions was limited. This is gradually changing as more manufacturers introduce electric versions of trucks, vans, and other utility vehicles, but it remains a factor in slower adoption rates. Additionally, the current lack of comprehensive charging infrastructure available onsite at government

Figure 1: EV Fleet and Charging Infrastructure Coalition percentile classes for EJScreen's Particulate Matter 2.5 Supplemental Indexes when compared to the nation.



buildings hampers the operational efficiency and feasibility of deploying EV fleets, further complicating the transition. Without shared procurement processes, charging infrastructure costs can be too expensive for widespread implementation across the city or county. Concerns regarding the driving range of EVs, coupled with the need to synchronize vehicle replacement cycles with EV adoption plans, introduce additional layers of complexity to fleet dynamics that can overwhelm fleet managers if not supported by technical experts. Moreover, the successful integration of EVs into government fleets requires educating and training staff on charging, maintenance, safety, and repair of vehicles. Addressing these challenges through targeted funding support and peer learning between coalition members will not only facilitate a smoother transition to electric mobility within government fleets but will also set a precedent for the wider community to follow.

The **landscape of funding opportunities** for electric vehicle (EV) fleet transitions and infrastructure development includes several significant sources, though they often do not directly address the immediate needs of cities and counties at the initial stages of setting up EV transitions for government fleets:

- **IJA and Zero Emission Buses:** The Infrastructure Investment and Jobs Act (IIJA) offers \$6.1 billion in discretionary funds through the Federal Transit Administration, primarily for Zero Emission Buses (ZEBs), spanning from Federal Fiscal Year (FFY) 2022 to FFY 2026. While substantial, this funding is specifically targeted towards public transportation buses, limiting its applicability for broader government fleet transitions.
- **Atlanta Regional Commission Grant:** A \$6.1 million grant awarded to the Atlanta Regional Commission by the federal Department of Transportation aims to install 300-400 EV charging ports across the Atlanta region. Although this initiative will enhance the EV charging infrastructure, it does not directly fund the procurement of EVs for government fleets or address the full spectrum of transition costs. Given the number of vehicles that need to be transitioned, 400 EV charging ports is a fraction of what's needed.
- **Commercial Clean Vehicle Credit:** Tax-exempt entities can benefit from the Commercial Clean Vehicle Credit, which supports the adoption of clean vehicles. However, this tax credit might not fully cover the initial costs associated with transitioning entire fleets to electric power, including the necessary charging infrastructure.
- **Bipartisan Infrastructure Law:** This law represents a historic federal investment in EV charging infrastructure, introducing the National Electric Vehicle Infrastructure (NEVI) program with \$5 billion in formula funding to develop a nationwide EV charging network. Additionally, the \$2.5 billion Charging and Fueling Infrastructure discretionary grant program supports corridor and community charging. While these initiatives are critical for building the EV charging infrastructure, they often focus on public and corridor charging, without directly funding the purchase of EVs for government fleets or covering all aspects of a comprehensive fleet transition.

These funding opportunities, while pivotal for advancing EV infrastructure and adoption in the United States, fall short of providing the targeted support necessary for the nine local governments to fully transition their fleets to electric vehicles.

Funding Gap: Several coalition members have sought funding to support their fleet electrification with limited success relative to high funding needs. Given that some coalition members manage fleets

comprising hundreds of vehicles, the financial demands for complete transitions vastly exceed what is currently available, which is why the CPRG funding has such catalytic potential.

Lead Applicant Clayton County has encountered significant challenges in obtaining the necessary funding to support its fleet electrification goals to date. However, Cobb County has successfully secured initial funding. Through a federal Energy Efficiency & Conservation Block Grant (EECBG), Cobb County anticipates upgrading half of its eight non-functional EV charging stations, with \$60,000 allocated after fulfilling other sustainability priorities.

Similarly, the City of South Fulton (COSF) has proactively embarked on its EV transition, identifying potential charging station sites and assessing its aging vehicle fleet. COSF's successful application for \$152,310 from the EECBG program represents a critical first step, allowing the commencement of vehicle replacements. Yet, this seed money falls short of the comprehensive needs of the transition plan, highlighting the indispensable role of additional CPRG funding in establishing the requisite charging infrastructure for both municipal use and public access along the South Fulton corridor.

Union City unsuccessfully attempted to secure funding through the US DOT Charging and Fueling Infrastructure Initiative – a highly competitive national grant program that only supports publicly accessible charging and fueling infrastructure.

c. Transformative Impact

The Atlanta EV Fleet Alliance project offers transformative opportunities with the potential for significant additional GHG emissions reductions through several innovative strategies:

- **Innovative Procurement and Deployment Model:** The project's collaborative procurement and deployment approach sets a pioneering example for the other 29 counties and 150 municipalities across the Atlanta MSA. By showcasing the effectiveness of multi-government regional cooperation in fleet electrification, it provides a replicable and scalable blueprint for other metropolitan areas. This model promotes widespread adoption of EV technologies and could lead to considerable GHG emissions reductions across the state.
- **Scalable Electrification Efforts:** The project facilitates scalability within the MSA and across the state, laying the groundwork for future electrification efforts. Even if fully funded, the CPRG request will only cover a percentage of the fleet conversions of the nine coalition members, meaning there are hundreds of vehicles that still need to be replaced. As local governments gain experience and knowledge through this initiative, they will be equipped to independently expand their EV fleets and infrastructure as the market better supports transition over time. This self-sustaining growth model ensures long-term reductions in GHG emissions beyond the project's direct interventions.
- **Knowledge Sharing and Capacity Building:** By facilitating peer-learning and knowledge-sharing, this project will generate valuable insights and build capacity across the nine participating localities. By documenting lessons learned and sharing best practices, the Coalition Members will empower other communities within the Atlanta MSA to undertake similar transitions. Experienced counties like Cobb County ("Trailblazer Localities") will play a crucial role in mentoring less experienced members ("EV Newcomer Localities"), enhancing the collective capability to implement GHG reduction measures. The [Southeast Sustainability Directors Network](#) will not only support the peer-to-peer learning and capacity building activities through

bringing case studies and connecting staff with EV transition experts within their network, but they will show case successes from this project to other regions across the Southeast.

- **Cost Efficiency through Shared Procurement:** The alliance leverages pooled purchasing power to achieve cost savings on charging stations and potentially EVs. This approach ensures that the \$4,504,9866 allocated from the US EPA Climate Pollution Reduction Grant (CPRG) is utilized efficiently, amplifying the project's reach and impact over its five-year duration. Trailblazer Localities, with established connections and previous agreements with EV charger and solar providers, play a pivotal role in facilitating group negotiations for purchasing. This is especially beneficial for newcomer localities that require fewer chargers and would otherwise face higher costs. By achieving cost savings through pooled purchases, the alliance advances the overarching goal of lowering GHG emissions by making the shift to electrification more affordable and achievable for all involved localities.
- **Piloting Solar-Powered Grid Independent Charging Stations:** Beyond the reduction of GHG emissions that comes with transitioning to clean energy sources, the use of solar energy for supplying charging stations is becoming increasingly important as [SB 146](#) new tax regime in Georgia on electricity will affect EV charging prices and financial viability. Clayton and Cobb County will be pioneering the use of the [BEAM EV ARC solar mobility trailers](#), the only rapidly deployed, 100% renewable, transportable but permanent EV charging solution. [Grid independent](#), it deploys in minutes with no permitting, no construction, no electrical work and no utility bill. It will charge electric vehicles with any kind of EV charger brand even during grid outages. The CPRG grant funding will allow these local governments to pilot these chargers, proving their viability in order to scale up across the coalition and the larger Atlanta MSA region.

Figure 3 Solar Beam EV ARC™ 2020



2. IMPACT OF GHG REDUCTION MEASURES

a. Magnitude of GHG Reductions from 2025 through 2030

Table 3 shows the estimated reductions from transitioning municipal fleets to EVs within the 2025-2030 timeline, and the reduction of upstream GHGs by using solar charging for a subset of the vehicles.

Table 3 Greenhouse Gas Reductions 2025-2030

EV Transition	Solar Chargers	Total (MT CO ₂ e)
9,491	993	10,484

Table 4 shows the breakdown on a yearly basis over the the course of the project for the estimated reductions for both reduced tailpipe emissions from transitioning municipal fleets to EVs and the reduced upstream emissions from using solar charging

Table 4 Yearly Greenhouse Gas Reductions 2025-2030

	2025	2026	2027	2028	2029	2025-2030
Reduced Tailpipe Emissions (MT CO ₂ e)	645.50	1769.03	1769.03	1769.03	1769.03	9,491
Reduced Upstream Emissions (MT CO ₂ e)	165.49	165.49	165.49	165.49	165.49	933
Total (MT CO ₂ e)	805.20	1,937.85	1,937.85	1,937.85	1,937.85	10,484

b. Magnitude of GHG Reductions from 2025 through 2050 (10 possible points)

Table 5 shows the estimated long-term reductions from transitioning municipal fleets to EVs within the 2025-2050 timeline, and the reduction of upstream GHGs by using solar charging for a subset of the vehicles.

Table 5 Greenhouse Gas Reductions 2025-2050

EV Transition	Solar Chargers	Total (MT CO ₂ e)
44,871	4,303	49,174

c. Cost Effectiveness of GHG Reductions

Table 6 Cost-Effectiveness Summary of Atlanta EV Fleet Alliance project GHG emissions reductions

CPRG Request (\$):	\$45,059,866
Cumulative GHG Emissions Reduction, 2025-2030 (tons CO ₂)	10,484 MTCO ₂ e
Cost-Effectiveness of GHG Reductions (\$/ton CO ₂ e)	\$ 4,297.97

Explanation of cost effectiveness

The estimates presented do not consider the full life cycle analyses of these vehicles. There are significantly lower costs to operate and maintain electric vehicles compared to fossil fuel vehicles over the long term. Therefore, these reduced operation costs will make-up for the high capital cost of the initial purchase. The opportunity to implement bulk procurement and purchasing among the cities and counties could lower the final dollar cost, and opportunities with IRA tax credits can also reduce costs.

- d. Documentation of GHG Reduction Assumptions – Up to 10 additional pages as an appendix to the workplan (see Appendix C of the NOFO)

The calculations for these impacts were developed primarily using data from [ARC's CMAQ tool](#). This tool includes vehicle emissions rates derived from EPA's MOVES model, and the annual emissions that could be mitigated by switching to electric vehicles were estimates by using the vehicle type, fuel type, model year, and average VMT.

Only tail pipe emissions were estimated for this exercise, so there is no consideration of the full life cycle of either fossil fuel or electric vehicles. The upstream emissions reduced by using solar chargers was estimated through the use of [Oakridge National Laboratory's Fuel Economy Calculator](#).

Further assumptions are detailed in the Technical Appendix.

3. ENVIRONMENTAL RESULTS – OUTPUTS, OUTCOMES, AND PERFORMANCE MEASURES

The Atlanta EV Fleet Alliance project directly supports the EPA's 2022-2026 Strategic Plan, specifically aligning with Goal 1, "Tackle the Climate Crisis," and Objective 1.1, "Reduce Emissions that Cause Climate Change." By advancing electric vehicle (EV) adoption and EV charging infrastructure, including innovative solar-powered charging solutions, the Alliance is at the forefront of reducing transportation sector emissions, the primary source of GHG emissions in the U.S. These efforts complement the EPA's strategies to lower emissions from light duty and heavy vehicles and accelerate the transition to zero-emission transportation, part of their goal to improve air quality for communities living near heavily traveled corridors.

- a. Expected Outputs and Outcomes

Table 7: Project Outcomes & Outputs

Project Outcomes & Outputs	Y1	Y2	Y3	Y4	Y5	Total
Outcome 1: Reduced GHG emissions in the transportation sector (metric tons CO₂e)						10,484
Outcome 2: Reduced PM_{2.5} levels in LIDAC communities (kg)						432
Outcome 3: Reduced NO_x levels in LIDAC communities (kg)						11,277
Outcome 4: Reduced VOC emissions in LIDAC communities (kg)						2,517
# of fossil fuel vehicles transitioned to EV vehicles	145	300	0	0	0	445
# of Level II and DCFC charging stations installed	105	44	124	0	0	273

# of solar charging stations installed	23	44	0	0	0	67
Outcome 5: Increased capacity in local government staff to implement government EV fleet transition						
# of fleet managers trained in EV fleet transition (estimates)	6	16	10	0	0	32
# of utility / public works employees trained in EV charging infrastructure development (est.)	12	18	11	0	0	41
# of government staff trained in use of EV (est.)	57	155	80	50	0	342
# peer-to-peer learning exchanges between trailblazer and newcomer localities	4	4	4	4	4	20

b. Performance Measures and Plan

The Clayton County Government and program management team of the Atlanta EV Fleet Alliance will coordinate coalition members to **correctly track, measure, and report** on progress toward the outcomes and outputs listed in the previous section. Clayton County Government and the program team will establish a tracking system for each component of the project: (a) EV fleet transition (b) Charging Infrastructure Build out; and (c) capacity building for local government staff in EV fleet transitions. Sub-awardees will update progress to the program management team and other coalition members in the **quarterly peer learning exchanges**.

Beyond the outputs listed, other key performance indicators for each key project component will be established and monitored throughout the project. The coalition will **confirm consistent and accurate data collection methods** for each performance measure. The program manager will establish additional key indicators in the first trimester of the project, working with technical consultant and coalition team. Possible key indicators include:

- Fleet **utilization** and **availability** rates, **vehicle down time**, and **maintenance** and **operation** cost savings, measured using fleet management software, specific to each locality
- **Energy consumption**, tracked through smart charging data
- **Disposal compliance** of aged vehicles, through compliance checklists and chain of custody records
- Increased **knowledge exchanged** between the coalition members, measured through tracking the number of inter-locality meetings specifically dedicated to sharing experiences and best practices
- **Number of best practice strategies** (identified through training or industry standards) implemented in EV fleet management
- **Decision-Making and fleet management competence** of fleet managers through Scores from surveys or assessments measuring fleet managers' confidence and abilities in making decisions related to EV procurement, maintenance, and operations
- **Employee engagement and learning**, measured from feedback scores from staff surveys indicating their comfort level and confidence in using, managing, and installing EV technology

The Atlanta EV Fleet Alliance program management team will **actively solicit feedback** from coalition members, technical staff and fleet managers, government staff users and other key stakeholders to

pinpoint the **challenges and areas for growth** within the EV Fleet transition, EV Charging Infrastructure Implementation, and government staff capacity building activities. By integrating regular feedback, the Alliance intends to fine-tune its transition strategies, inter-agency collaboration mechanisms, and shared procurement approaches. Moreover, **comprehensive evaluations** will be conducted periodically to assess the alliance's cumulative impact and efficiency in achieving its goals, aligning actual performance with the established targets and baselines. This reflective practice will not only solidify the foundation for ongoing improvement within the current coalition but will also cultivate a knowledge base of lessons learned and best practices, thereby fostering **scalability and replication** across the broader network of local governments in the Atlanta Metropolitan Region.

c. Authorities, Implementation Timeline, and Milestones

The Atlanta EV Fleet Alliance project is a collaborative effort involving multiple parties across the coalition of cities and counties within the Atlanta Metropolitan Area. These entities hold the authority and responsibility for implementing the proposed GHG reduction measures outlined in the proposal. All nine participating coalition members - Clayton County (pop. 294,335), Cobb County (pop. 762,500), Douglasville (pop. 31,048), the City of East Point (38,351), the City of Forest Park (pop. 20,271), the City of Jonesboro (pop. 6,087), the City of Lovejoy (pop. 6,805), the City of South Fulton (pop. 98,313), the City of Union (pop. 28,45) has actively participated in the planning and design phases of the project, ensuring that all necessary authorities and capabilities are in place to execute the proposed actions effectively. The lead applicant and sub-awardees have established **Boards and Councils** who are authorized to execute agreements related to this grant. The coalition members are led by their respective mayors, fleet managers, public works departments, resilience officers and city managers, who have the direct authority to implement the measures proposed within their jurisdictions. **Fleet managers** are responsible for overseeing the transition of government fleets to electric vehicles. During the grant planning process, the fleet managers selected the vehicles for replacement. They will coordinate procurement processes, manage the integration of EVs into existing fleet operations, and support training of staff members that will use the EVs. **Public works departments** are instrumental in implementing the infrastructure changes required for EV charging stations, where they will oversee site selection and installation work, and ensure the infrastructure is maintained and operates efficiently. **City managers and chief resilience officers** coordinate the various departments and stakeholders involved in the project within their localities. They will ensure that activities are conducted in accordance with the project plan and timelines and facilitate the resolution of any issues that arise during implementation. Refer to Table 2 in [Section 1](#) for a detailed timeline and milestones.

4. LOW-INCOME AND DISADVANTAGED COMMUNITIES

a. Community Benefits

The Atlanta EV Fleet Alliance initiative is set to significantly enhance the quality of life for LIDAC communities throughout the Atlanta metropolitan area by fostering cleaner air and a healthier living environment. The coalition encompasses cities and counties where disadvantaged populations constitute a substantial portion of the community, as detailed in Table 5. Notably, Clayton County, spearheading this application, is composed predominantly of LIDAC census tracts, with 77% of its areas classified as such. Drawing from the most recent data sourced from the U.S. Census Bureau, the

economic landscape of Clayton County, Georgia emerges distinctively when compared to the broader state metrics. With a median household income of \$58,325, Clayton County reflects a notable deviation from the statewide median of \$72,837. Delving deeper into socio-economic indicators, Clayton County's poverty rate is recorded at 13.7%, marginally higher than Georgia's overall rate of 12.7%. Throughout the Atlanta EV Fleet Alliance five-year project, the program management team will oversee a continuous evaluation process, working with coalition members, to measure and report the ongoing benefits and potential drawbacks avoided for the communities as a result of the project. The expected benefits for LIDAC communities in terms of reducing several key air pollutants (PM2.5, NOx) has already been calculated, as outlined in the outputs and outcomes section.

Table 8: LIDAC Populations

JURISDICTION NAME	ESTIMATED LIDAC POPULATION	TOTAL POPULATION	% LIDAC
Clayton County	227,394	294,335	77%
Cobb County	236,631	762,500	31%
Douglasville	12,878	31,048	41%
East Point	30,491	38,351	80%
Forest Park	20,271	20,271	100%
Jonesboro	5,404	6,087	89%
Lovejoy	4,137	6,805	61%
South Fulton	39,712	98,313	40%
Union City	14,477	28,455	51%
Total	591,394	1,286,164	46%

Public Health: Replacing gas and diesel vehicles with EVs in nine government fleets will lower the emission of air pollutants such as PM2.5 and NOx, resulting in reduced asthma, heart attacks, and strokes. According to Asthma and Allergy Foundation's most recent Asthma Capitals report, the Atlanta metropolitan is ranked 30 of 100 top worst places to live in the USA with asthma. Transitioning government fleets to EVs will also mitigate local communities' exposure to toxic compounds (HAP), including benzene, formaldehyde, and 1,3-butadiene, which are emitted by vehicles with internal combustion engines and are linked to cancer, neurological damage, and other serious health issues. According to the [EJ Screen Supplemental Index Environmental Indicators of Burden](#), 43% of the census blocks within the nine localities are at or above 90th percentile for air toxics cancer risk. Low income and disadvantaged communities are at greater risk for negative health impacts related to air pollution, due to increased exposure from living and working closer to heavily trafficked roads. In the development of the PCAP, ARC surveyed Atlanta MSA LIDAC communities and found that the number one benefit LIDAC communities prioritized from climate pollution reduction projects was improved public health from decreased air pollution.

Quality of life: The Atlanta EV Fleet Alliance project will also contribute to reducing noise pollution in the LIDAC communities across the 9 localities, as EVs operate much more quietly than conventional vehicles.

Noise pollution is considered a significant issue in many disadvantaged communities, as these areas typically receive less investment in noise mitigation infrastructure, such as sound barriers, better quality housing that can block noise, or green spaces that can absorb sound. Additionally, quieter streets may encourage outdoor activities and exercise, as residents find the reduced noise and absence of exhaust fumes make for a more pleasant and inviting environment. With more community members likely to engage in physical activities outdoors, this shift could see an uptick in overall community health and wellbeing and, though longer term, a parallel reduction in healthcare costs.

Climate Resilience: Like many cities in the southeast, the Atlanta metropolitan region is experiencing more frequent and intense storms, flooding, heat waves, droughts, and other impacts of climate change. Beyond the GHG reductions that the EV fleet transition will contribute to, the project aims to promote local resilience through the installation of solar charging stations. Firstly, it promotes energy independence by reducing reliance on the traditional electric grid and fossil fuels, enhancing energy security even during shortages or disruptions. This ensures that government EV fleets remain powered, maintaining essential services without interruption. In the event of power outages or natural disasters, solar-powered chargers maintain their functionality, keeping government vehicles operational for crucial emergency response and recovery efforts, thereby safeguarding public safety and ensuring service continuity under such circumstances.

Economic development and job opportunities: The Atlanta EV Alliance project stands to energize the local economy and spur job creation by driving the adoption of electric vehicles (EVs) in government fleets and the broader Atlanta community. As evidenced by the Southern Alliance for Clean Energy's projection of a \$7.9 billion boost for Georgia from a fully electric transition, the growth potential for job opportunity and local economic development is significant. With the Southeast becoming a hub for EV manufacturing and related industries, Georgia is poised to lead with a robust increase in job opportunities. The state has seen a remarkable 56% growth in EV manufacturing jobs over the past year, mirroring a 97% surge in manufacturing investments. As the adoption of EVs accelerates, demand for expertise in maintenance, installation of charging stations, and energy management is set to rise, paving the way for a new wave of economic development and long-term employment prospects in the region. Over the course of the five-year project itself, there will be direct benefits with the new employment opportunities that result from the transition of 445 government vehicles and installation of 273 charging stations across 9 localities. Coalition members will partner with workforce development programs for EV and charging infrastructure activities when relevant, such as with the Clean Tech Academy Pilot that trains skilled workers to install and maintain the charging equipment and the Atlanta Technical College.

b. Community Engagement

b.1 Engagement with LIDAC Communities and Public During GHG Measure Creation: The GHG reduction measures central to this project were chosen in direct response to the needs and priorities expressed by LIDAC communities, community-based organizations, and stakeholders during extensive community engagement efforts. Through comprehensive outreach, including stakeholder webinars, personal dialogues, public events, and detailed surveys, the Atlanta Regional Commission (ARC) rigorously gathered community input for the PCAP for the Atlanta MSA. These engagements highlighted air pollution and its health impacts as critical challenges faced by community members, especially those from LIDAC census tracts that make up the 9 localities of the project coalition. This effort was bolstered by a statewide survey conducted in January 2024, in collaboration with Georgia's EPD Air Protection

branch. The purpose of the survey was to identify residents' priorities, address their concerns, and gather their ideas on how to pave the way towards strengthening Georgia's clean energy economy, enhancing workforce training opportunities, and reducing GHG emissions. The major concern of community members was the need for cleaner air and better health outcomes in light of prevalent air pollution.

b.2 Ongoing community engagement by coalition members: Each member of our coalition is deeply embedded in their localities through continual community engagement efforts such as town halls, outreach initiatives, and environmental education programs. The EV fleet transition will be communicated and discussed through these various formats, educating the wider population about the benefits of EV vehicles for GHG and air pollution reduction. As the lead applicant, the Clayton County Office of Resilience and Sustainability engages their community through a variety of approaches, including extensive county-led workshop and outreach events to engage a significant portion of their 297,595-population community. The Chairman of the Board of Commissioners hosts "Show on the Road" quarterly. This event allows the citizens to network with department representatives, and elected officials so they can learn about all the amazing resources that Clayton County has to offer. ORS periodically sits as members on roundtable discussion forums to provide answers to specific questions from our citizens. Questions can range from health and education incentives, housing, transportation, food insecurities, economics, employment, and safety. Another avenue used to educate the public on the inner workings of the office of Resilience and Sustainability are quarterly County Performance Review meetings. This gives the citizens a direct glance of the status of the department's Key Performance Initiatives (KPI) and strategic goals and objectives.

5. JOB QUALITY

Leveraging Partnerships with Ongoing Workforce Development Programs: EVSE infrastructure and EV vehicles are relatively new on the market. There is a notable shortage of qualified electricians and maintenance workers across the country and in the Atlanta region. The lack of this supporting workforce can be a potential barrier to the deployment of EV charging infrastructure yet can also be a promising area for growth and opportunity to meet the projected demand. Leveraging the burgeoning field of EV technology and infrastructure, our coalition members will have the opportunity to explore partnerships with EV workforce development programs to cultivate a skilled, diverse workforce capable of supporting the EV transition across the Atlanta region. Recognizing the critical need for qualified technicians to install and maintain EV charging stations, the coalition will collaborate with the ARC and Goodwill of North Georgia's Clean Tech Academy Pilot. This innovative program, bolstered by a 5-year, \$2 million U.S. Department of Labor grant, aims to train 250 individuals as EV technicians, utilizing resources from Atlanta Technical College and expanding across the region.

Additionally, our initiative aligns with the Building Georgia Workforce Partnership's goal to bridge the employment gap in the infrastructure construction sector, essential for harnessing Infrastructure Investment & Jobs Act (IIJA) funding effectively. With an identified need for approximately 136,000 infrastructure construction jobs in Georgia, this partnership emphasizes training labor based on industry needs, facilitating employment connections, and enhancing the appeal of skilled trades among students. To address the national shortage of qualified electricians and maintenance workers for EVSE infrastructure, we aim to draw upon existing programs like Work Source Georgia and the Electric Vehicle Infrastructure Training Program (EVITP). EVITP's unique, brand-neutral training ensures safe installation practices for EVSE, contributing to the project's success and safety standards. Atlanta-based EnviroSpark,

an EVITP-certified contractor with extensive experience installing charging ports, will also play a crucial role in our network of partners.

Good Jobs Principles for Project Implementation: The Atlanta EV Alliance will view job quality expansively across all aspects of the project, including through encouraging strong labor standards for all contractors, sub-contractors, and sub-awardees involved in the implementation of the EV vehicle transition, charging infrastructure installation, and utility and infrastructure build out. The program manager will guarantee that the project kick-off meeting will include an overview of the eight [Good Jobs Principles](#) developed by the U.S. Department of Labor and Department of Commerce and how to implement the [Good Jobs Toolkit](#). Each participating locality will ensure their mechanics receive specialized training for EV fleet maintenance, coordinated by fleet directors, in line with high-quality job creation principles.

Within the scope of the Atlanta EV Alliance project, we are committed to promoting high-quality labor practices among all employers, contractors, and subcontractors involved. This commitment includes:

- Ensuring all workers are compensated at least at the median area income, augmenting this with family-sustaining benefits and provisions for retirement, irrespective of the prevailing wage requirements.
- Upholding the rights of employees to join unions and engage in collective bargaining freely and without retaliation, fostering an environment of respect and fair negotiation.
- Implementing Project Labor Agreements or Community Workforce Agreements in construction efforts to standardize labor practices and ensure fair working conditions across projects.
- Integrating labor and job quality standards into all procurement activities, ensuring that all project-related procurements support and reflect our commitment to labor standards.
- Collaborating with workers to develop comprehensive health and safety plans that include anti-harassment training, OSHA training to address workplace hazards effectively, and additional health and safety training tailored to the needs of the workforce.
- Embracing second chance hiring policies to provide opportunities for individuals with prior justice system involvement, thereby broadening the talent pool and supporting community reintegration efforts.

6. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

a. Past Performance & Reporting Requirements

Project #1 Title: Hazardous Mitigation Infrastructure in the Camp Creek Watershed

Assistance Agreement Number:

Federal Funding Agency: Environmental Protection Agency - Congressional Directed Spending

Assistance Listing Number:

Brief Description of the Agreement: The Environmental Protection Agency awarded \$2.6 million in March 2023 to Clayton County for Hazardous Mitigation Infrastructure in the Camp Creek watershed. The funding will support activities to mitigate flooding and reduce damages to the communities in the watershed region.

Grant Management and Reporting: Currently, Clayton County is working closely with the Clayton County Water Authority to define the scope of work for the project. Hazen and Sawyer, a firm

specializing in water quality and supply solutions, has been engaged to perform an in-depth analysis of the area. They will provide a series of recommendations to Clayton County aimed at reducing flooding risks in the Camp Creek Watershed. No reporting has been required yet of the project due to its initial stage.

Project Title: Building Resilient Infrastructure and Communities in the Flint River and Camp Creek Watersheds

Assistance Agreement Number:

Federal Funding Agency: Federal Emergency Management Agency (FEMA)

Assistance Listing Number:

Brief Description of the Agreement: On March 1, 2024, Clayton County was notified by the Georgia Emergency Management Agency of an allocation of approximately \$24 million from FEMA's Building Resilient Infrastructure and Communities Grant. This substantial funding is dedicated to supporting hazardous mitigation efforts within both the Flint River Watershed and Camp Creek Watershed.

Grant Management and Reporting: While the grant is at an early stage of being awarded, Clayton County maintains a proactive approach by providing updates and reports as necessary.

Project Title: Improving Neighborhood Outcomes in Disproportionately Impacted Communities

Federal Funding Agency: American Rescue Plan Act

Brief Description of the Agreement: Clayton County received a grant of approximately \$7.1 million in May 2023 for the Improving Neighborhood Outcomes in Disproportionately Impacted Communities initiative. This grant is directed toward the development of four pocket parks within designated Qualified Census Tracts in Clayton County. The parks are intended to enhance local neighborhoods and provide new recreational and green spaces in communities that are disproportionately impacted by environmental, economic, and social challenges.

Grant Management and Reporting: Clayton County is currently in the early stages of planning the implementation of this grant. Efforts are underway to outline specific project details, timelines, and budget allocations for the construction of the pocket parks. As the project progresses, further reporting mechanisms and management structures will be established to ensure transparency and effective use of the grant funds.

b. Staff Expertise

Lead Applicant:

The Clayton County Office of Resilience and Sustainability (ORS) will lead grant management and implementation of the project activities. The ORS seeks to establish and maintain resilient communities in Clayton County through designing and implementing sustainable crisis solutions for County citizens via emergency response, mitigation, and education. The ORS places a strong emphasis on data-driven performance management and decision-making and are dedicated to making performance and crisis management data accessible to all stakeholders. With board approval, ORS functions as a conduit between the Board of Commissioners and departments to maintain policy priorities and integrate everyday operations with those priorities.

- **David Vazquez** will lead the project, currently serving as the Chief Resilience Officer and Director of Emergency Management of the ORS. David has served in leadership roles in public service since 2001 in Clayton County, as Fire Captain, Battalion Chief of Professional Standards, Deputy

Chief/Fire Marshal, and Deputy Chief of Professional Standards. Director Vazquez holds state certifications as a Fire Inspector, Fire Investigator and POST Certified Peace Officer, and is a member of the GA Association of Chiefs of Police. In 2008, he successfully completed the Clayton County Regional Police Academy and earned the Honor Graduate Award for his display of leadership and excellence. He holds an Associate and Bachelor of Science in Organizational Leadership. Throughout his career he has been awarded multiple Trauma Life Saving Awards, multiple Rescue Awards, and a 10 Year Safety Award.

- **Phong Nyugen** serves as Deputy Director and Operations Officer for Clayton County Emergency Management. He will assist David in the implementation of the EV fleet transition, working directly with fleet managers, utility and public works staff, and other sectors of Clayton County throughout the five-year project. Phong has extensive leadership experience in operations and project management, with a master's Degree in Homeland Security and Emergency Management from the American Military University in 2014.
- **Angela Jackson** serves as the Deputy Chief Financial Officer of the Budget Division for Clayton County. Angela will oversee grant administration, accounting, reporting, and subawards.
- **Jeff Metarko** (Director of Transportation and Fleet Development), **Ben Hopkins** (Director of Buildings and Maintenance) and **Carol Rogers** (Chief Procurement Officer) will support David in the implementation of the fleet transition and charging infrastructure buildout across Clayton County.

The coalition will count on the technical expertise of EV fleet specialists and sustainability leaders from Cobb County and South Fulton, Trailblazer Localities who have successfully begun their EV fleet transitions.

- **Al Curtis** is the **Cobb County** Fleet Services Director, with over 30 years of experience in fleet services and an inductee of the Public Fleet Hall of Fame. Al manages over 2600 assets for Cobb County's diverse fleet of vehicles and has made significant sustainability improvements within the Fleet. Under his leadership the County has added over 67 electric vehicles, 60 charging stations, implemented an employee charging program, added 150 hybrids police vehicles, 24 Bi-fueled trucks and deployed the first electric prisoner transport van in the County. These smart vehicles and strategic partnerships have saved the County over \$750,000.
- **Kimberly White** is the Chief Sustainability Officer for **Cobb County**, GA and has a track record for leading county-wide environmental and community development efforts. She implemented a county-wide strategic sustainability plan, lead the Atlanta Regional Commission Green Communities certification team for Cobb County and achieved platinum status for the first time in the history of the program in Cobb County. Kimberly's passion for environmental work is demonstrated through her unwavering dedication, especially with her support for recycling/waste reduction initiatives (securing one of only two grants in the United States to bring the innovative, plastics recovery, Hefty ReNew Program to Cobb County, GA and assisted in the regional and national expansion of the program).
- **Sharon Subadan** currently serves as the chief appointed official for the **City of South Fulton**, where she manages a workforce of over 700 and a budget of \$206 million. She has over 34 years of experience in public service and has distinguished track record of achievements in cultivating effective teams, fostering growth opportunities, and implementing financially prudent strategies. Her extensive background spans multiple counties across the U.S., where she has excelled in managing large budgets, supervising significant employee counts, and serving substantial populations. With a focus on Sustainable Environmental Initiatives, Strategic Planning, and Multi-Sector Collaboration, she is uniquely qualified for electric vehicle

sustainability projects. Subadan's achievements are supported by her education, including a master's degree from George Washington University and executive education from Harvard University, alongside certifications in Lean Six Sigma and Emotional Intelligence. Her leadership in advancing sustainability initiatives is further evidenced by her involvement in numerous professional associations and boards, making her an ideal candidate for projects aiming at environmental sustainability in the electric vehicle sector.

- **Scott Misico** is the Fleet Maintenance Manager at the **City of South Fulton**. Scott has been working in the Automotive Industry for over 30 years. He has 15 years of management experience including 10 years working in the electrification and alternative fuels transition of fleets. Scott previously participated in the Cobb County's EV fleet transition, helping increase the Cobb County Fleet to 70 EVs and 111 hybrid vehicles. As he has implemented a training program to ensure all technicians in his former shop were trained and well-equipped to handle the service and repairs of EVs, Scott will bring his expertise to support all coalition members in developing training programs for their fleet technicians.
- **Kenneth Wood** is the General Services Deputy Director at the **City of South Fulton**, bringing his extensive supply chain management background to the project, with over 25 years of experience in distribution, warehousing management, fleet management and third-party logistics. Skilled at developing strategies to resolve supply chain issues, developing best practices for fleet utilization, determining vehicle usage, and developing routes and types of vehicles needed to service a customer base, Kenneth will contribute his expertise to navigating supply chain challenges as the coalition builds up their EV fleet transition.

The following list is the designated staff members from the other seven participating locality within the coalition that will be responsible for implementing the EV fleet transition project within their respective local governments. Their expertise and proven track records in project management, fleet operations, and/or public works ensure the project will be executed effectively and efficiently across the coalition.

- **Melissa Dickinson** is the Assistant Director of the Public Services, Parks, and Inspections of the **City of Douglassville**. Melissa is a certified Public Manager, completing her certifications in the Management Development Program, and obtaining her Public Works Management Certification through the [American Public Works Association](#) and [Carl Vinson Institute of Government](#). She is also an active, contributing member of several Public Works professional associations such as the national American Public Works Association (APWA), the Georgia Chapter of the APWA, and the American Academy of Certified Public Managers.
- **Seddrick T. Hill, Sr** is the City Manager of **Jonesboro**, having previously served as city manger for Talladega, Alabama. Under his leadership, Talladega was accepted into the prestigious Innovate Alabama program; became a designated Main Street America community; received a \$1.928 million FY23 Congressional Direct Spending for an initiative for a walkway to benefit deaf and blind residents; initiated a \$2.1 million paving project; and attracted developers who are establishing a 200-home community among the other long list of accomplishment, grants, private and public funding.
- **Alphonso Linsey** brings over 30 years of automotive expertise to his role as Fleet Manager for the City of East Point, a position he's held since 2009. His deep knowledge of Japanese technology, particularly with Infiniti vehicles, along with his proficiency with German cars, Ford models, and diesel technology, makes him exceptionally well-suited to lead the transition to an electric vehicle (EV) fleet. His skills ensure not only a successful EV integration in East Point but

also position him as a valuable resource for other municipalities looking to leverage his knowledge for their own sustainable fleet transformations.

- **Bobby E. Jinks Jr.** is the Director of Public Works at the **City of Forest Park**, with over three decades of experience in public works management. Mr. Jinks has obtained numerous certifications in safety, leadership, and various specialized areas such as APWA, LMIG, and LAP, underscoring his commitment to staying abreast of industry best practices and dedication to delivering exceptional service to the constituents he serves.
- **Mayor Fluellyn, Marie Burnham (City Clerk), and LaTonia Ross (Assistant Director at Lovejoy Community Center)** from the **City of Lovejoy** will work together, combining their leadership, project management, and community engagement expertise, to implement the project in their community.
- **Kenneth Wood** serves as the General Services Deputy Director for the **City of South Fulton**. He and his team have already begun extensive research and planning for their EV transition, making zero emissions vehicles a priority for their government.
- **Lonnie Ferguson** has served as the Public Services Director of the **City of Union** since 2016, supervising a staff of 45 full-time employees that provide operation and maintenance of the City's infrastructure. Director Ferguson is responsible for the management of four divisions within the Public Services Department: the Streets, Buildings & Grounds, Stormwater, and the Water & Sewer Divisions. Mr. Ferguson is a Civil Engineer with extensive experience in project development and consulting, including having designed major transportation projects for the State, County, and City governments.

7. BUDGET

a. Budget Detail

Please see **Budget Spreadsheet (Budgetcalcs_ClaytonCounty) & Narrative (Budget_ClaytonCounty)** attached for detail.

b. Expenditure of Awarded Funds

Clayton County, as the lead applicant, bears the primary responsibility to ensure appropriate allocation of grant funds and that program objectives are met within the set timelines. To fulfill this responsibility, Clayton County is hiring program staff to oversee grant management and oversee programmatic goals and grant funding. Each member of the Coalition, as subawardees, will be required to either allocate existing staff or hire new personnel dedicated to managing grant stipulations, administering EPA funds, driving project completion, and conducting semi-annual progress evaluations. These evaluations will encompass detailed reports on technical developments, achievements, future plans, financial expenditures, and the status of both projected outputs and outcomes. For all utility and infrastructure purchases, subawardees will follow **Build America, Buy America (BABA) requirement of the Infrastructure Investment and Jobs Act (IIJA)**.

Financial Management and Monitoring: Clayton County will implement advanced financial management systems to meticulously track subaward expenditures, oversee budget distribution, and guarantee the correct application of funds. Subawardees will be required to keep precise and comprehensive records of all financial transactions, including expenditures and receipts associated with the grant. Regular audits

and supervision of subawardee financial activities will be conducted to ensure expenditure accuracy and compliance.

Subawardee Monitoring & Reporting: Clayton County will formalize partnerships through initial Memoranda of Agreement and subsequent subaward agreements with Coalition members and project partners. These documents will specify the terms, conditions, reporting obligations, and financial responsibilities. It will be ensured that subawardees are fully informed about, and in agreement with, all pertinent federal regulations, grant stipulations, and reporting timelines. Additionally, Clayton County and program management team will offer support on budgeting, reporting, compliance, and other administrative tasks to assist subawardees in proficiently managing grant resources, adhering to regulatory and procedural requirements, and achieving performance objectives. This comprehensive approach ensures not only the efficient and timely use of grant funds but also aligns with broader project aims and federal mandates.

c. Reasonableness of Costs

All project expenses will advance the implementation of the proposed GHG reduction measure. For a detailed rationale of costs, including a detailed breakout of requested funding for each component of the project scope, please see the **Budget Spreadsheet & Narrative**. All vehicle costs are based on current prices for specific makes and models. Charging infrastructure estimates are based on actual quotes with EV charging vendors, past experience from Trailblazer localities, and internal estimates on utilities and public infrastructure costs from each individual city or county.