**Georgia Power Company**

**Battery Energy Storage System**

**Moody, Robins, McGrau Ford Phase I and II, and Hammond**

**1st Quarterly Construction Monitoring Report**

**Docket No. 56143**

**Table of Contents**

**Page**

**Executive Summary**  **2**

**Project Specific Updates**  **5**

**EXECUTIVE SUMMARY**

* **Moody, Robins, McGrau Ford Phases I & II, and Hammond are on track to be commercially available in May 2026, June 2026, October 2026 & September 2026, and November 2026, respectively.**

All five (5) Georgia Power Company Battery Energy Storage System (“BESS”) projects, being managed collectively as a portfolio, remain on schedule to provide reliable electricity for customers required by the winter of 2026/2027. The Company entered into a Purchase and Sale Agreement with Tesla to provide Megapacks for all five projects. The Company entered into EPC Agreements with Burns & McDonnell for the Robins BESS and McGrau Ford Phases I and II BESS projects and EPC Agreements with Crowder Industrial Construction, LLC. (“Crowder”) for the Moody BESS and Hammond BESS projects. Both Burns & McDonnell and Crowder continue to advance engineering, procurement, and site development activities, with major equipment deliveries on track to meet the need dates of the current construction sequence.

**Table 1 – Project Overview**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Project** | **Capacity (MW)** | **Duration (hr)** | **Commercial Operation Date (COD)[[1]](#footnote-2)** | **Certified Cost** **($ in thousands) excluding Contingency[[2]](#footnote-3)** |
| Moody | 49.5 | 4 | May-26 |  REDACTED  |
| Robins | 128 | 4 | Jun-26 |  REDACTED  |
| McGrau Ford Phase II | 265 | 4 | Sep-26 |  REDACTED  |
| McGrau Ford Phase I | 265 | 2 | Oct-26 |  REDACTED  |
| Hammond | 57.5 | 4 | Nov-26 |  REDACTED  |

* **Based on expenditures incurred through March 31, 2025, and the most recent forecast, the Company is on track to complete the Portfolio within the certified in-service cost estimates[[3]](#footnote-4) agreed during the BESS Certification Proceedings.**

**Table 2 – BESS Construction Monitoring Report Expenditures**

|  |  |  |
| --- | --- | --- |
|  | Actual through March 2025($ in thousands) | Estimated At Completion (EAC)($ in thousands) |
| **Construction Cost** |  REDACTED  |  REDACTED  |
| **Ad Valorem Tax** |  REDACTED  |  REDACTED  |
| **AFUDC** |  REDACTED  |  REDACTED  |
| **Total Portfolio Cost** |  REDACTED  |  REDACTED  |

**Table 3 - Portfolio Cost Overview**

**REDACTED**

**Figure 1 – Portfolio Spend Curve**

**REDACTED**

**Project Specific Updates**

1. **Moody BESS**
	1. Introduction:

Moody BESS is a 49.5 MW battery system located in Lowndes County, Georgia. The Moody BESS project will be primarily charged by the existing solar resources at the site. Once developed, the Moody BESS projectwill serve as dispatchable capacity resources that provide customers with a reliable and economical source of electricity required by the winter of 2026/2027. In addition, the resources will form a critical component of the Company’s diverse generation portfolio, helping ensure the Company has the mix of technologies necessary to provide reliable and resilient electric service for all customers during all hours.

As noted in the Certification filing (Docket No. 55378), Georgia Power will directly purchase the Megapack 2XL BESS from Tesla under a Purchase and Sale Agreement (PSA). The EPC contractor, Crowder, will be responsible for the engineering, design, procurement, construction and installation of all on-site equipment, including the Megapack 2XL. Moody BESS is on track to be commercially available in May 2026.

* 1. Safety:

Site leadership continues to promote a safety-first culture. Through the end of first quarter 2025, there have been zero OSHA recordable events at Moody site.

* 1. Overall Project Status:
		+ EPC’s Scope:
			1. Mobilized construction on-site
			2. Civil work, including site grading, stormwater pond, and roads, are complete
			3. Foundation construction started
			4. Electrical construction started
			5. 90% design complete
		+ Tesla Battery Update:
			1. Battery deliveries and commissioning are on-track
			2. Delivery Window: REDACTED
			3. Commission date: REDACTED
		+ Owner’s Scope:
			1. Received lithium carbonate price adjustment
			2. Interconnection Agreement executed REDACTED
			3. Power Delivery
				1. Target Ready for Back-feed in REDACTED
				2. Design and Engineering is 75% complete
	2. Licenses/Permits Status:
		+ None

Table 4 – Major Milestone Procurement Summary – REDACTED

Figure 2 – Level 1 Schedule – REDACTED

Figure 3 – Critical Path Summary – REDACTED

1. **Robins BESS**
	1. Introduction:

Robins BESS is a 128 MW battery system located in Bibb County, Georgia. The Robins BESS project will be primarily charged by the existing solar resources at the site. Once developed, the Robins BESS project will serve as dispatchable capacity resources that provide customers with a reliable and economical source of electricity required by the winter of 2026/2027. In addition, the resources will form a critical component of the Company’s diverse generation portfolio, helping ensure the Company has the mix of technologies necessary to provide reliable and resilient electric service for all customers during all hours.

As noted in the Certification filing (Docket No.55378), Georgia Power will directly purchase the Megapack 2XL BESS from Tesla under a Purchase and Sale Agreement (PSA). The EPC contractor, Burns and McDonnell, will be responsible for the engineering, design, procurement, construction and installation of all on-site equipment, including the Megapack 2XL. Robins BESS is on track to be commercially available in June 2026.

* 1. Safety:

Site leadership continues to promote a safety-first culture. Through the end of first quarter 2025, there have been zero OSHA recordable events at Robins site.

* 1. Overall Project Status:
		+ EPC’s Scope:
			1. Mobilized construction on-site
			2. Continued work on 90% design drawings
			3. Completed grading work
			4. Poured 75% of equipment foundations
		+ Tesla Scope:
			1. Battery deliveries and commissioning are on-track
			2. Delivery Window: REDACTED
			3. Commission date: REDACTED
		+ Owner’s Scope:
			1. Received lithium carbonate price adjustment
			2. Interconnection Agreement executed REDACTED
			3. Power Delivery
				1. Target Ready for Back-feed in REDACTED
				2. Started Civil/fence expansion work for substation
				3. Design and Engineering is 95% Complete.
	2. Licenses/Permits Status:
		+ None

Table 5 – Major Milestone & Procurement - REDACTED

Figure 4 – Level 1 Schedule - REDACTED

Figure 5 – Critical Path Summary - REDACTED

1. **McGrau Ford Phase I & Phase II**
	1. Introduction:

McGrau Ford Phase I & Phase II BESS project are each 265 MW standalone battery system located in Cherokee County, Georgia. Both McGrau Ford Phase I & Phase II BESS will be grid charged, and it will pull energy directly from the grid as directed through Automatic Generation Control (AGC) signal. Once developed, the McGrau Ford Phase I & Phase II BESS project will serve as dispatchable capacity resources that provide customers with a reliable and economical source of electricity required by the winter of 2026/2027. In addition, the resources will form a critical component of the Company’s diverse generation portfolio, helping ensure the Company has the mix of technologies necessary to provide reliable and resilient electric service for all customers during all hours.

As noted in the Certification filing for Phase II (Docket No.55378) and Phase I (Docket No.44160), Georgia Power will directly purchase the Megapack 2XL BESS from Tesla under a Purchase and Sale Agreement (PSA). The EPC contractor, Burns and McDonnell, will be responsible for the engineering, design, procurement, construction and installation of all on-site equipment, including the Megapack 2XL. McGrau Ford Phase I & Phase II BESS is on track to be commercially available in October 2026 and September 2026, respectively.

* 1. Safety:

Site leadership continues to promote a safety-first culture. Through the end of first quarter 2025, there have been zero OSHA recordable events at McGrau Ford site.

* 1. Overall Project Status:
		+ EPC’s Scope:
			1. Mobilized construction on-site
			2. Completed site preparation activities (clearing and grubbing)
			3. Continuing on-site grading activities
			4. Design work is nearing completion
		+ Tesla Battery Update:
			1. Battery deliveries and commissioning are on-track
				1. Delivery Window:

Phase I: REDACTED

Phase II: REDACTED

* + - * 1. Commissioning Window:

Phase I: REDACTED

Phase II: REDACTED

* + - Owner’s Scope:
			* 1. Phase II Transitional Cluster Study released on 1/31/25
				2. Power Delivery

Target Ready for Back-feed – REDACTED

Design and Engineering is 95% Complete

* 1. Licenses/Permits Status:
		+ None

Table 6 – Major Milestone & Procurement Summary – REDACTED

Figure 6 – Level 1 Schedule - REDACTED

Figure 7 – Critical Path Summary – REDACTED

1. **Hammond**
	1. Introduction:

Hammond BESS is a 57.5 MW battery system located in Floyd County, Georgia. The Hammond BESS project will be grid charged, and it will pull energy directly from the grid as directed through Automatic Generation Control (AGC) signal. Once developed, the Hammond BESS project will serve as dispatchable capacity resources that provide customers with a reliable and economical source of electricity required by the winter of 2026/2027. In addition, the resources will form a critical component of the Company’s diverse generation portfolio, helping ensure the Company has the mix of technologies necessary to provide reliable and resilient electric service for all customers during all hours.

As noted in the Certification filing (Docket No.55378), Georgia Power will directly purchase the Megapack 2XL BESS from Tesla under a Purchase and Sale Agreement (PSA). The EPC contractor, Crowder, will be responsible for the engineering, design, procurement, construction and installation of all on-site equipment, including the Megapack 2XL. Hammond BESS is on track to be commercially available in November 2026.

* 1. Safety:

Site leadership continues to promote a safety-first culture. Through the end of first quarter 2025, there have been zero OSHA recordable events at Hammond site.

* 1. Overall Project Status:
		+ EPC’s Scope:
			1. 90% design is in progress
			2. Premobilization site work, grading, drainage and erosion control are scheduled to begin in REDACTED
			3. Construction to mobilize in REDACTED
		+ Tesla Battery Update:
			1. Battery deliveries and commissioning are on-track
			2. Delivery Window: REDACTED
			3. Commission date: REDACTED
		+ Owner’s Scope:
			- 1. Phase II Transitional Cluster Study released on 1/31/25
				2. Power Delivery – Target Ready for Back-feed in REDACTED
	2. Licenses/Permits Status:
		+ None

Table 7 – Major Milestone & Procurement Summary - REDACTED

Figure 8 – Level 1 Schedule - REDACTED

Figure 9 – Critical Path Summary - REDACTED

1. **Project Risks (Moody, Robins, McGrau Ford Phase I & II, and Hammond BESS)**

The Company is actively managing risks on the Project, focusing on wide-ranging tariff impacts, schedule adherence, timely engineering and manufacturing productivity, and integration of Contractors and Owner’s Scope. The ability of the Contractors to procure, manufacture, and deliver necessary components to the site on time, coupled with the ability to attract and retain sufficient craft to productively achieve the construction schedule, will be critical to minimizing impacts to the Project. The Company will continue to monitor the impact associated with tariffs to the project.

The GPC BESS risk register includes both external (EPC) and internal risk events and is updated as required on a monthly basis in coordination with the Project team and senior management.

The risk register’s estimated cost impacts have significantly increased from its initial submission due to material increases in expected impacts of tariffs for all sites. These impacts were analyzed by site and country based on the product sourced. Contract terms dictate the sharing of tariff impacts with the Battery Equipment and Supply contractor. Additionally, previous reported estimate refinements were incorporated into the forecast. New risks were added for each site to account for possible AFUDC impacts of schedule delays and opportunities for AFUDC reforecasting.

1. **Georgia Power Response to BESS Stipulation #6**

As part of the Order Adopting Stipulation and Granting Certification of Robins, Moody, Hammond, and McGrau Ford Phase I and II BESS from December 12, 2024, Georgia Power agreed to provide Staff a copy of the 2024 transitional cluster study, which the Company provided on May 15, 2025. Importantly, the 2024 transitional cluster study did not impact the expected costs of the portfolio of BESS project.[[4]](#footnote-5)

1. **Georgia Power Response to BESS Stipulation #7**

Georgia Power also agreed to consider alternatives, including potential operational adjustments or dispatch changes, prior to finalizing transmission upgrades identified in the McGrau Ford Phase II screening analysis in its 10-year Transmission Plan.

In the August 2024 Certification Application, Georgia Power included a transmission analysis for McGrau Ford Phase II BESS that identified $14.35 million of required transmission improvements from two projects.

Table 8 – McGrau Ford Phase II BESS Attributable Transmission Projects

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Project** | **Planning Grade Estimate** | **Lead – Time****(months)** | **Need Date** | **2024 TYP Need Date** |
| REDACTED | REDACTED | REDACTED | REDACTED | REDACTED |
| REDACTED | REDACTED | REDACTED | REDACTED | REDACTED |
| **Total =** | **$14,350,000** |  |  |  |

The 2024 Georgia Integrated Transmission System (“ITS”) 10-Year Plan, filed with the 2025 IRP on January 31, 2025, identified one project associated with the McGrau Ford Phase II BESS Project. The REDACTED project was no longer considered attributable to the McGrau Ford Phase II BESS project. The need date of the REDACTED project changed to REDACTED with a cost of REDACTED.

Georgia Power considered alternatives, including potential operational adjustments or dispatch changes; however, over-reliance on operational dispatch adjustments can mask underlying issues that would prevent the identification and resolution of root causes that could otherwise be addressed through transmission projects, like the project associated with the McGrau Ford Phase II BESS project. Operational dispatch adjustments also have an associated economic impact that must be considered. Limiting adjustments encourages a more sustainable approach to addressing thermal constraints through infrastructure improvements and strategic planning.

The analysis used to identify the transmission improvement project needed to accommodate the McGrau Ford Phase II project is consistent with the Company’s conventional planning processes as filed in Sections A, B, and D of Technical Appendix Volume 3 as part of the 2025 GPC Integrated Resource Plan (Docket No. 56002). Such improvements are consistent with the types of transmission improvements typically required to accommodate new system generation. The Company will continue using the annual ten-year transmission plan process to identify the updated system improvements needed to maintain a strong and reliable transmission system. The Company develops the ten-year transmission plan in accordance with Southern Company and ITS transmission planning guidelines and the most current North American Electric Reliability Corporation (“NERC”) reliability standards.

1. **COD Date reflects dates included in the Certification Filing.** [↑](#footnote-ref-2)
2. ***REDACTED*** [↑](#footnote-ref-3)
3. **REDACTED** [↑](#footnote-ref-4)
4. The 2024 transitional cluster study report used standard timelines for all projects and assumed that no work has been completed. These standard timelines resulted in many facilities in the study report having notes included that the proposed in-service dates are potentially not attainable. In the case of the Hammond and McGrau Ford Phase II BESS projects, design and procurement of long-lead time equipment has already begun as noted in Section F.1, and the overall schedules for these projects are not expected to be impacted. [↑](#footnote-ref-5)