TAKING ACTION TO IMPROVE AIR QUALITY IN MIDDLE GEORGIA

MIDDLE GEORGIA CLEAN AIR COALITION

Thursday, February 10, 2022

4:00 PM – 5:00 PM

Middle Georgia Regional Commission

175 Emery Highway, Suite C | Macon, GA 31217

We will act now to reduce NOx and Ozone in the Middle Georgia Community to ensure that we protect the region's public health, maintain a robust economic growth, and show leadership in environmental sustainability.

4:00	Call to Order and Approval of Jan. Minutes	Greg Tapley, Chair
4:05	January Financial Report & Set FY23 Dues Rate	Greg Boike
4:10	Green Team Meeting Update ▪ Grants Updates ▪ Healthy Buildings ▪ Vote on USDA REPP Proposal ($10M Allocation)	Ray Clark
4:35	I-75 Corridor Update ▪ Clayton County Membership ▪ 2022 I-75 CCC Goals and Objectives ▪ GDOT Meetings – Meg Pirkle & Jannine Miller ▪ Meeting with Amit Bose, FRA ▪ Congressional Meetings ▪ USDOT NOFO – RAISE Program	Ray Clark
4:50	Discussion	MGCAC Members
5:00	Adjournment	Greg Tapley, Chair

Next Meeting – Thursday, March 10, 2022, at 4:00 p.m.
Middle Georgia Regional Commission

MEETING MINUTES
MIDDLE GEORGIA CLEAN AIR COALITION
REGULAR MEETING
Thursday, January 13, 2022, 4:00 pm
Middle Georgia Regional Commission

Executive Board Members Present:

Mayor Ed Barbee, City of Gray*
Mayor John Harley, City of Centerville*
Mayor Eric Wilson, City of Forsyth*
Commissioner Sam Kitchens, Jones County*
Councilman Clifford Holmes, City of Warner Robins*
Former Chairman Ned Sanders, Houston County *

Other Local Officials, Staff, and Stakeholders Present:

Mayor LaRhonda Patrick, City of Warner Robins
Henry Ficklin, Macon-Bibb County*
Michelle Delaney, Field Representative for Congressman Austin Scott
Shavonda Hill, Field Representative for Congressman Sanford Bishop
Greg Ziesenhene, Field Representative for Congressman Jody Hice
Craig Ross, Macon Transit Authority
Tiffany Davis, Jones County
Kelly Sheckler, EPA
Tamara Smith-Hayes, Georgia EPD
Michael Collins, Total Computer Solutions
Cherise Stephens, Macon-Bibb County
Bryan Jones, Robins AFB
Rogie Roberson, Flint Energies
Mike Greenwald, Macon-Bibb Planning and Zoning

***Denotes Voting Member or Local Government Staff Proxy for Voting Member**

Support Staff Present

Ray Clark, The Clark Group
Greg Boike, MGRC Director of Public Administration
Laura Mathis, MGRC Executive Director

Welcome/Call to Order

Vice-Chair Ed Barbee called the January meeting of the Middle Georgia Clean Air Coalition to order at 4:00 pm and welcomed everyone to the conference call meeting. It was determined that a quorum was present, and the committee was able to conduct business.

Approval of Minutes

There was one correction to the minutes of the December 9, 2021, meeting, indicating that Eric Wilson was not in attendance. With that change, the minutes were unanimously approved on a motion by Clifford Holmes and a second Sam Kitchens.

Financial Report

Greg Boike provided the Financial Report beginning December 1, 2021, through December 31, 2021. Revenues included bank interest and member contributions totaling $848.61 and expenditures in the amount of $14,408.00; the ending balance as of December 31, 2021, was $196,544.71. The Financial Reports were unanimously approved on a motion by John Harley and a second by Ned Sanders.

Greg Boike also reported that the MGCAC has a vacancy for Treasurer, which will be filled at the next regular board elections this summer.

2022 Goals Discussion

Greg Boike and Ray Clark followed up on the previous discussion regarding the potential goals for the upcoming 2022 year and supporting Transit and Smart Growth Planning to improve air quality. The 2022 goals were approved on a motion by Henry Ficklin and a second by John Harley.

I-75 Corridor Update

Ray Clark reported on the ongoing projects with the I-75 Central Corridor Coalition to promote smart growth and rail access between Hartsfield and Robins AFB.

General Discussion

Ned Sanders discussed latest news and progress reported on pertaining to electric vehicles, solar power, and environmental quality in urban areas. Specifically, he discussed new GM battery cell plants. Three new solar farms developed by Walton EMC in parts of southern Georgia, and the impact of eliminating trees in urban areas, which has a negative impact on underserved communities. Up to $2.5 billion has been proposed nationally to help address urban forests.

Adjournment

There being no further business, the January MGCAC meeting was adjourned at 4:55 pm.

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It was announced that the next meeting of the Middle Georgia Clean Air Coalition will be held on February 10, 2022, at the Middle Georgia Regional Commission.

DRAFT

Middle Georgia Clean Air Coalition

Financial Report
As of January 31, 2022

Beginning Balance - December 31, 2021			$ 196,544.71
	Revenues		
	Bank Interest dropped from .5% to .01%	$ 1.65	
	Member Contributions	$ 36,746.50	
	Donation from I-75 CCC for The Clark Group Sept-Jan	10,000.00	
Total Revenues			$ 46,748.15
Subtotal			243,292.86
	Expenditures		
	Ray Clark	12,635.00	
	Greg Tapley - travel	$ 305.88	
	food for meeting- American Express	212.66	
Total Expenditures			13,153.54
Ending Balance -January 31, 2022			$ 230,139.32

Middle Georgia Clean Air Coalition			
Local Dues - Fiscal Year 2023			
Jurisdiction	**2020 Census Population**	**Total Due ($ 0.25 per capita)**	**Change in Dues**
Macon/Bibb	157,346	**$ 39,336.50**	$ 449.75
County total	*157,346*		
Crawford (unincorp.)	11,317	**$ 2,829.25**	$ (76.50)
Roberta	813	**$ 203.25**	$ (48.50)
County total	*12,130*		
Houston (unincorp.)	54,473	**$ 13,618.25**	$ 537.00
Centerville	8,228	**$ 2,057.00**	$ 270.00
Perry	20,624	**$ 5,156.00**	$ 1,696.25
Warner Robins	80,308	**$ 20,077.00**	$ 3,430.00
County total	*163,633*		
Jones (unincorp.)	24,911	**$ 6,227.75**	$ (120.50)
Gray	3,436	**$ 859.00**	$ 40.00
County total	*28,347*		
Monroe (unincorp.)	23,373	**$ 5,843.25**	$ 228.00
Culloden	200	**$ 50.00**	$ 6.25
Forsyth	4,384	**$ 1,096.00**	$ 149.00
County total	*27,957*		
Peach (unincorp.)	13,499	**$ 3,374.75**	$ 32.75
Byron	5,702	**$ 1,425.50**	$ 297.50
Fort Valley	8,780	**$ 2,195.00**	$ (258.75)
County total	*27,981*		
Danville	165	**$ 41.25**	$ (18.25)
Jeffersonville	977	**$ 244.25**	$ (14.50)
County total	*1,142*		
MGCAC Total	**418,536**	**$ 104,634.00**	$ 6,599.50

Rural Energy Pilot Program (REPP) Grant

What does this program do?

The Rural Energy Pilot Program (REPP) offers grant assistance to Rural Energy Community Partnerships (RECPs) to develop renewable energy to help meet our nation's energy needs and combat climate change while prioritizing environmental justice, racial equity, and economic opportunity.

Who may apply for this program?

As eligible applicants, RECPs are partnerships established to provide community-scale renewable energy benefits and assistance to underserved rural communities. RECP partnerships can be comprised of the following entities:

- **Nonprofit organizations**
- **State organizations**
- **Federally-recognized Tribes**
- **Municipalities and other public bodies**

How may funds be used?

REPP grant funds can be used to support:

- Community energy planning, capacity building, and technical assistance
- Community efficiency and weatherization
- Installation and equipping of community-scale renewable energy technologies and systems

What is an eligible area?

A REPP partnership must serve a rural community as specified in the REPP Notice of Funding Opportunity (NOFO) published in the *Federal Register*. Priority is given to distressed and high energy-burden communities, in which households spend a greater proportion of their income on energy costs compared to the average U.S. household.

What is the maximum grant amount?

Awards to successful applicants will be in the form of cost-share grants for up to 80 percent of total eligible project costs, not to exceed $2 million.

What are the terms of the grant?

The grant term is three years.

How do we apply?

Interested applicants are encouraged to review the materials – including application deadlines – found in the NOFO.

Application guides and submission instructions are on the Rural Energy Pilot Program website under the "To Apply" tab, available at this link: https://go.usa.gov/xe2WR.

What governs this program?

The Consolidated Appropriations Act, 2021 (Public Law 116 – 260) – available at this link: https://www.congress.gov/bill/116th-congress/house-bill/133/text - provides the Secretary of Agriculture $10 million until expended to carry out a pilot program to offer financial assistance for rural communities to develop renewable energy. The REPP is governed by a Notice of Funding Opportunity originally published January 19, 2022.

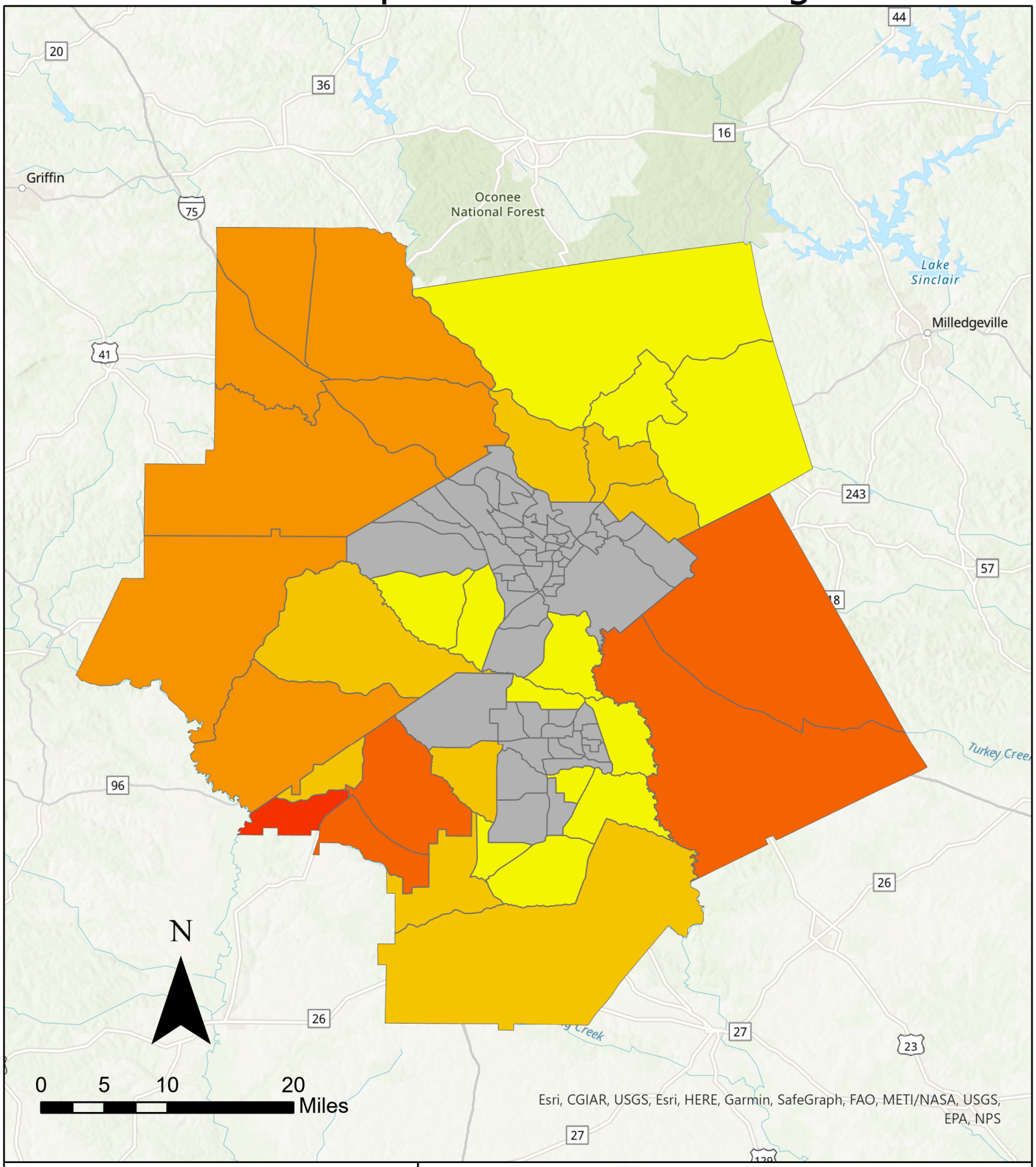
Why does USDA Rural Development do this?

The REPP meets a recognized need for federal support to further develop renewable energy to help meet our nation's energy needs and combat climate change while prioritizing environmental justice, racial equity, and economic opportunity.

NOTE: Because citations and other information may be subject to change, please contact your state-based energy coordinator (a list is available at this link: https://go.usa.gov/xtBaj) for assistance. You will find additional forms, resources, and program information at rd.usda.gov. *USDA is an equal opportunity provider, employer, and lender.*

January 2022

Number of qualifiers for REPP Program



Number of Qualifiers

- 0
- 1
- 2
- 3
- 4
- Not Eligible

MGRC
Middle Georgia Regional Commission

Map compiled by the Middle Georgia Regional Commission (MGRC) on February 10,2022. The information represented on this map is compiled from a variety of geospatial data sources, including MGRC but not limited to other organizations. Please contact the MGRC Technology Services Department for more information about this map.

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IIJA Intercity Passenger Rail Funding

Accessing funding for passenger rail will increasingly involve a complicated interplay between interrelated programs across several different agencies—each with its own requirements, processes, and expectations.

Secretary of Transportation (OST)

- **National Infrastructure Investments** - *"National Program" and "Local and Regional Program" (RAISE)*
- **Transportation Infrastructure Finance and Innovation Act (TIFIA)**
- **Railroad Rehabilitation & Improvement Financing (RRIF)**

Federal Railroad Administration (FRA)

- **Federal-State Partnership (FSP)**
- **Restoration and Enhancement Grants (REG)**
- **Consolidated Rail Infrastructure and Safety Improvements (CRISI)**
- **Railroad Crossings Elimination (RCE)**
- **Intercity Rail Compacts**
- **Grants to Amtrak (NEC and NN)**

Federal Transit Administration (FTA)

- **Fixed Guideway Capital Investment grants (CIG)** –*Core Capacity," "New Starts," and "Small Starts" components*
- **High-Intensity Fixed Guideway State of Good Repair (SoGR)**

Federal Highway Administration (FHWA)

- **Railway-Highway Crossings Program Grants**
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)**

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Positioning Grant Applications for Success – Best Practices

- Encouraging stakeholders to read the NOFO completely and carefully to understand the criteria for eligibility and selection prior to applying.
- FRA has identified three primary areas where applications that are not selected typically demonstrate deficiencies:
  - Project Narrative
  - Statement of Work
  - Benefit Cost Analysis
- Educational sessions will help to provide additional technical assistance.
- Tools/Resources for FRA Discretionary Grant Applicants | FRA (dot.gov)

Corridor Identification and Development Program (selected details below)

the Secretary of Transportation shall establish a program to facilitate the development of intercity passenger rail corridors. The program shall include—

(1) a process for eligible entities described in subsection (b) to submit proposals for the development of intercity passenger rail corridors;

(2) a process for the Secretary to review and select proposals in accordance with subsection (c);

(3) criteria for determining the level of readiness for Federal financial assistance of an intercity passenger rail corridor…

(4) a process for preparing service development plans in accordance with subsection (d), including the identification of planning funds, such as funds made available under section 24911(k) and interstate rail compact grants established under section 22210;

(5) the creation of a pipeline of intercity passenger rail corridor projects under subsection (g);

(6) planning guidance to achieve the purposes of this section, including guidance for intercity passenger rail corridors not selected under this section; and

(7) such other features as the Secretary considers relevant to the successful development of intercity passenger rail corridors

‘‘(b) ELIGIBLE ENTITIES.—The Secretary may receive proposals under this section from Amtrak, States, groups of States, entities implementing interstate compacts, regional passenger rail authorities, regional planning organizations, political subdivisions of a State, federally recognized Indian Tribes, and other public entities, as determined by the Secretary.

‘‘(c) CORRIDOR SELECTION.—In selecting intercity passenger rail corridors pursuant to subsection (a), the Secretary shall consider—

‘‘(1) whether the route was identified as part of a regional or interregional intercity passenger rail systems planning study;

‘‘(2) projected ridership, revenues, capital investment, and operating funding requirements;

‘‘(3) anticipated environmental, congestion mitigation, and other public benefits;

‘‘(4) projected trip times and their competitiveness with other transportation modes;

‘‘(5) anticipated positive economic and employment impacts, including development in the areas near passenger stations, historic districts, or other opportunity zones;

‘‘(6) committed or anticipated State, regional transportation authority, or other non-Federal funding for operating and capital costs;

‘‘(7) benefits to rural communities;

‘‘(8) whether the corridor is included in a State’s approved State rail plan developed pursuant to chapter 227;

‘‘(9) whether the corridor serves historically unserved or underserved and low-income communities or areas of persistent poverty;

‘‘(10) whether the corridor would benefit or improve connectivity with existing or planned transportation services of other modes;

‘‘(11) whether the corridor connects at least 2 of the 100 most populated metropolitan areas;

‘‘(12) whether the corridor would enhance the regional equity and geographic diversity of intercity passenger rail service;

‘‘(13) whether the corridor is or would be integrated into the national rail passenger transportation system and whether the corridor would create benefits for other passenger rail routes and services; and

‘‘(14) whether a passenger rail operator, including a private rail carrier, has expressed support for the corridor.

RFI: Corridor Identification Program

In this request for information (RFI), FRA is seeking comments on the Program and how it can best serve stakeholders and the public in facilitating the development of intercity passenger rail corridors.

Comments close March 9

https://www.federalregister.gov/public-inspection/2022-02450/corridor-identification-and-development-program