TAKING ACTION TO IMPROVE AIR QUALITY IN MIDDLE GEORGIA

MIDDLE GEORGIA CLEAN AIR COALITION

Thursday, March 9, 2023

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 Feb. Minutes	Ed Barbee, Chairman
4:05	February Financial Report	Sam Kitchens, Treasurer
4:10	Clark Group Report a. I-75 CCC Report b. MGCAC 20-Year Review	Ray Clark
4:25	Clean School Bus Program	Sam Kitchens Kelly Sheckler
4:35	CFI Discretionary Grant Program	Greg Boike
4:45	EECBG Program Reminder	Greg Boike
4:50	Discussion	MGCAC Members
5:00	Adjournment	Ed Barbee, Chairman

Next Meeting – Thursday, April 13, 2023, at 4:00 p.m.
Middle Georgia Regional Commission

MEETING MINUTES
MIDDLE GEORGIA CLEAN AIR COALITION
REGULAR MEETING
Thursday, February 9, 2023, 4:00 pm
Middle Georgia Regional Commission

Executive Board Members Present:

Mayor Ed Barbee, City of Gray*
Mayor John Harley, City of Centerville*
Former Chairman Ned Sanders, Houston County *
Councilman Clifford Holmes, City of Warner Robins*
Dr. Henry Ficklin, Macon-Bibb County*
Commissioner Sam Kitchens, Jones County*
Mayor Eric Wilson, City of Forsyth*
Commissioner Jackie McCowan, Crawford County*

Other Local Officials, Staff, and Stakeholders Present:

Elizabeth Ruark, Field Representative for Representative Austin Scott
Councilman Mike Dodd, City of Forsyth
Mike Greenwald, Macon-Bibb Planning and Zoning
Charise Stephens, Macon-Bibb County
Mark Strozier, Macon Transit Authority
Jameson Hamilton, Georgia EPD

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

Support Staff Present

Greg Boike, MGRC Director of Public Administration
Kim Stanton, MGRC Executive Assistant
Ray Clark, The Clark Group

Welcome/Call to Order

Chairman Ed Barbee called the February 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 were no corrections to the minutes of the January 9, 2023, meeting; they were unanimously approved on a motion by John Harley and a second by Sam Kitchens.

DRAFT

Financial Report

Sam Kitchens provided the Financial Report beginning January 1, 2023, through January 31, 2023. Revenues included bank interest and member contributions totaling $440.67 and expenditures in the amount of $12,739.00; the ending balance as of January 31, 2023, was $173,691.06.

The Financial Report was unanimously approved on a motion by Henry Ficklin and a second by John Harley.

Set Dues Rate for FY 2024

The approval to keep the rate of 25 cents per capita to calculate dues was approved on a motion by Eric Wilson and a second by Sam Kitchens.

MGCAC 20 Years in Pictures

Ray Clark gave an overview of the history and charter of the Middle Georgia Clean Coalition over the past 20 years, including photographic highlights. Mr. Clark also reported on the accomplishments and working with the local governments to create a healthier environment.

I-75 CCC Report

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. This included a discussion of the new work plan for 2023 with a focus on obtaining a 501(c)(3) status, getting support from the governor and legislature, securing appropriations, working with chambers of commerce and organizing an inspection train.

EECBG Program Overview

Greg Boike reported on the Energy Efficiency and Conservation Block Grant (EECBG) funds that are available to assist states, local governments, and Tribes in implementing strategies to reduce energy use, to reduce fossil fuel emissions, and to improve energy efficiency. Macon-Bibb and Warner Robins are eligible for direct allocations of funding and other entities can compete for funding through the State of Georgia later this year.

Discussion

Ned Sanders discussed the latest news and progress reported on pertaining to electric vehicles, solar power, and technology independence. He also discussed the importance of local communities prioritizing sites for EV charging stations. Eric Wilson also discussed the progress being made on small module nuclear reactors.

DRAFT

Adjournment

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

* * * * *

It was announced that the next meeting of the Middle Georgia Clean Air Coalition will be held on March 9, 2023, at the Middle Georgia Regional Commission.

DRAFT

Middle Georgia Clean Air Coalition

Financial Report
As of February 28, 2023

Beginning Balance - January 31, 2023		$ 173,691.06
Revenues		
Bank Interest	$ 6.36	
Member Contributions	433.00	
Total Revenues		$ 439.36
Subtotal		174,130.42
Expenditures		
Ray Clark	12,881.00	
Total Expenditures		12,881.00
Ending Balance -February 28, 2023		$ 161,249.42

EPA CLEAN SCHOOL BUS PROGRAM



$5 billion to replace existing diesel school buses with cleaner and healthier zero- and low-emissions school buses.

School buses travel over four billion miles each year, providing the safest transportation to and from school for more than 25 million children everyday. However, diesel exhaust from these buses can contribute to air quality problems and has a negative impact on human health, especially for children, who have a faster breathing rate than adults and whose lungs are not yet fully developed.

The Bipartisan Infrastructure Law provides $5 billion over the next five years (FY22-26) to clean a substantial portion of the nation's fleet of nearly 500,000 school buses. These new cleaner school bus replacements will produce either zero or low tailpipe emissions compared to their older diesel predecessors. School bus upgrades funded under this program will result in cleaner air on the bus, in bus loading areas, and in the communities in which they operate.

Under the Clean School Bus Program, half of the available funding is dedicated for zero-emission school buses and half is for clean school buses.

- **Zero-emission school bus:** a school bus that produces zero exhaust emission of any air pollutant and any greenhouse gas.
- **Clean school bus:** As defined by the BIL, a school bus that reduces emissions and is operated entirely or in part using an alternative fuel or is a zero-emission bus.

Learn more about the benefits of clean school buses and how you can participate in this program at epa.gov/cleanschoolbus.

EPA United States Environmental Protection Agency

October 2022
EPA-420-F-22-028

Charging and Fueling Infrastructure Discretionary Grant Program

NOTE: The Notice of Funding Opportunity (NOFO) is not yet available. Please continue to monitor this website and Grants.gov for availability.

Program Overview

The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) is a new competitive grant program created by President Biden's Bipartisan Infrastructure Law to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors (AFCs). CFI Program investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program). The Bipartisan Infrastructure Law provides $2.5 billion over five years for this program. This round of funding will open soon, making $700 million from Fiscal Years 2022 and 2023 funding available to strategically deploy electric vehicle (EV) charging infrastructure and other fueling infrastructure projects in urban and rural communities in publicly accessible locations, including downtown areas and local neighborhoods, particularly in underserved and disadvantaged communities.

Who is Eligible to Apply?

Eligible applicants include:

- States or political subdivision of States
- Metropolitan planning organizations
- Unit of local governments
- Special purpose districts or public authorities with a transportation function, including port authorities
- Indian tribes
- U.S. Territories
- Authorities, agencies, or instrumentalities or entities owned by, one or more entities listed above
- Group of entities listed above
- State or local authorities with ownership of publicly accessible transportation facilities (applies to Community Program only)

What Kinds of Projects are Eligible?

Both Community Program and Corridor Program projects may cover:

- Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities
- Acquisition of real property and related construction and reconstruction costs for the installation of publicly accessible charging and fueling infrastructure for vehicles
- Installation of traffic control devices located in the right-of-way to provide directional information to infrastructure acquired, installed, or operated with grant funds
- Contracting with a private entity for operations and maintenance costs of infrastructure directly related to the vehicle charging and fueling
- Propane fueling infrastructure for medium- and heavy-duty vehicles

For the Community Program only, eligible projects also include:

- Projects that are expected to reduce greenhouse gas emissions

- Projects that are expected to expand or fill gaps in access to publicly accessible charging and alternative fueling infrastructure
- Projects that may conduct educational and community engagement activities to develop and implement education programs through partnerships with schools, community organizations, and vehicle dealerships to support the use of zero-emission vehicles and associated infrastructure

Statutory Priorities and Considerations

Community Program

Projects funded under the Community Program will be prioritized within:

- Rural areas
- Low-and moderate-income neighborhoods
- Communities with low ratios of private parking spaces
- Communities with high ratios of multiunit dwellings

Consideration will be given to Community Program projects that may:

- Meet current or anticipated market demands for charging or fueling infrastructure
- Include faster charging speeds with high-powered capabilities necessary to minimize the time to charge or refuel current and anticipated vehicles on any public road or in other publicly accessible locations

Corridor Program

The following selection considerations will be given only to projects funded under the CFI Corridor Program. Consideration will be given to applications that may:

- Improve AFC networks by converting corridors from corridor-pending to corridor-ready
- Provide infrastructure redundancy to meet excess demand and reduce congestion in existing high traffic locations
- Meet current or future market demands for charging and fueling infrastructure
- Support a competitive market without impairing existing providers
- Improve access in areas where current and future needs are identified
- Enable or increase construction that may not be completed without Federal assistance
- Create charging and fueling infrastructure for medium- and heavy-duty vehicles along the National Highway Freight Network and near intermodal transfer stations

Grant Application

The CFI Program is making up to $700 million (FY 2022 $300 million and FY 2023 $400 million) available for this Notice of Funding Opportunity (NOFO).

Applicants must register and use the system to submit applications electronically. Applicants are encouraged to register in advance of the submission deadline and to register to receive notifications of updates/amendments to this NOFO. Approval of user registrations for the site may take multiple weeks. It is the Applicant's responsibility to monitor **Grants.gov** for any updates to this Notice.

This FHWA website DOES NOT accept any applications.

Notice of Funding Opportunity (NOFO)

FY22/23 Notice of Funding Opportunity (NOFO) for the CFI Program is coming soon.

Grant Resources

Visit the grant resources page.