

Chairman
Gregory V. Tapley

Middle Georgia Clean Air Coalition
2018-2022

Thanks for 4 Years of Service!







TAKING ACTION TO IMPROVE AIR QUALITY IN MIDDLE GEORGIA

MIDDLE GEORGIA CLEAN AIR COALITION

Thursday, June 9, 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 May Minutes	Greg Tapley, Chair
4:05	May Financial Report	Greg Boike
4:10	Introduction of New Officers	Greg Tapley, Chair
4:15	Recognition of Chairman Tapley	MGCAC Green Team
4:25	FY2023 Budget Adoption	Sam Kitchens, Treasurer-Elect
4:30	Smart Growth Updates	Robert Reichert
4:40	Update on EPA Clean School Bus	Dale Aspy, EPA
4:50	Discussion	MGCAC Members
5:00	Adjournment	Ed Barbee, Chair-Elect

Upcoming Meeting Dates:

Thursday, July 14, 2022, at 4:00 p.m.
Middle Georgia Regional Commission

Thursday, August 11, 2022, at 4:00 p.m.
Middle Georgia Regional Commission

MEETING MINUTES
MIDDLE GEORGIA CLEAN AIR COALITION
REGULAR MEETING
Thursday, May 12, 2022, 4:00 pm
Middle Georgia Regional Commission

Executive Board Members Present:

Chairman Greg Tapley, Monroe County*****
Mayor Ed Barbee, City of Gray*
Commissioner Sam Kitchens, Jones County*
Councilman Rusty Adams, City of Byron*
Former Chairman Ned Sanders, Houston County *

Other Local Officials, Staff, and Stakeholders Present:

Mike Greenwald, Macon-Bibb Planning and Zoning
Michael Collins, Total Computer Solutions
Shavonda Hill, Field Representative for Congressman Sanford Bishop
Tiffany Davis, Jones County
Melvin Harris, OPC
Bill Mulkey, City of Warner Robins*
Tommy Bruhn, EA Engineering
Leah Vinansky, Chargepoint
Bryan Jones, Robins AFB
Kelly Sheckler, Region 4 EPA
Tamara Smith-Hayes, Georgia EPD

***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
Kim Stanton, MGRC Executive Assistant

Welcome/Call to Order

Chairman Greg Tapley called the May 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 April 14, 2022, meeting; they were unanimously approved on a motion by Sam Kitchens and a second Ned Sanders.

Financial Report

Greg Boike provided the Financial Report beginning April 1, 2022, through April 30, 2022. Revenues included bank interest and member contributions totaling $293.50 and expenditures in the amount of $12,801.34; the ending balance as of April 30, 2022, was $169,731.37.

The Financial Report was unanimously approved on a motion by Ned Sanders and a second by Ed Barbee.

FY 2023 Proposed Budget Review

Greg Boike presented the proposed FY 2023 budget. Included in the budget is additional funds for clean air incentives to highlight ongoing activities of the MGCAC.

No action is required at this time and will be presented for final approval at the June meeting.

Nomination of MGCAC Officers

Chairman Greg Tapley asked for nominations for Chair, Vice Chair, and Secretary.

Chairman Greg Tapley nominated a slate of officers that will be effective July 1, 2022.

Ed Barbee as Chair
Clifford Holmes as Vice Chair
Sam Kitchens as Secretary-Treasurer

The slate of officers was approved on a motion by Ned Sanders and a second by Ed Barbee.

Clark Group Update

- Smart Growth Initiative

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.

- Trip to Washington, DC

Ray Clark reported on the upcoming trip to Washington, DC on June 22 to meet with Senator Ossoff and the Federal Rail Administration to discuss rail appropriations.

Update on USDA REPP Program

Greg Boike reported that the MGCAC has submitted an application to USDA for the Rural Energy Pilot Program Grant.

Discussion

Greg Boike introduced a new state representative on the call from Charge Point, Leah Vinansky.

Adjournment

There being no further business, the May 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 June 9, 2022, at the Middle Georgia Regional Commission.

Middle Georgia Clean Air Coalition

Financial Report
As of May 31, 2022

Beginning Balance - April 30, 2022		$ 169,731.37
Revenues		
Bank Interest dropped from .5% to .01%	$ 1.40	
Member Contributions	292.00	
Total Revenues		$ 293.40
Subtotal		170,024.77
Expenditures		
Ray Clark	12,250.00	
Total Expenditures		12,250.00
Ending Balance - May 31, 2022		$ 157,774.77

MIDDLE GEORGIA CLEAN AIR COALITION
GENERAL FUND
PROJECTED FY 2023 REVENUES

DESCRIPTION		AMOUNT
LOCAL GOVERNMENT MEMBER DUES	$	104,635
PRIVATE PARTNER CONTRIBUTIONS	$	15,000
I-75 CCC DONATION FOR RAIL PROJECTS	$	30,000
BANK INTEREST	$	365
DRAW FROM FUND BALANCE	*$*	*25,000*
TOTAL REVENUE	$	175,000

PROJECTED FY 2023 EXPENSES

CLARK GROUP ANNUAL CONTRACT	$	75,000
CONSULTING - RAIL/SMART GROWTH (I-75 CCC)	$	72,000
CLEAN AIR INCENTIVES GRANTS	$	20,000
TRAVEL *(inc. MGCAC Members & Clark Group)*	$	7,875
MEETING EXPENSES	$	125
TOTAL EXPENSES	$	175,000

I-75 Central Corridor Coalition, Inc.

Promoting Smart Growth in Georgia's Central Corridor

Legislative Summit Agenda
June 3, 2022
Idlewilde Event Center at Indian Springs State Park

9:30	**Coffee and Registration**	
10:00	**Welcome and Introductions and Sponsor Recognition**	**Chairman Anthony Ford** Mayor, City of Stockbridge
10:10	**History of the Coalition**	**Vice Chair Robert AB Reichert** Director Emeritus
10:25-10:45	**State Rail Plan and State Initiatives**	**Jannine Miller** Director of Planning Georgia Department of Transportation **Meg Pirkle** Chief Engineer Georgia Department of Transportation
10:45-11:00	Break	
11:00	**Amtrak intentions in the Corridor**	**Mark Paparo** Senior Director of Business Development AmTrak
11:15	**Federal Support: Current and Future**	**Anna Cullen** Legislative Assistant, Senator Jon Ossoff
11:30	**Moderated Discussion and Lunch**	**Pat Merritt** Vice-President, Community and Economic Development, Georgia EMC
1:30	**Closing Remarks**	**Chairman Anthony Ford**

A special thanks to our lunch sponsor Central Georgia EMC!

I-75 Central Corridor Coalition, Inc.

Promoting Smart Growth in Georgia's Central Corridor

The I-75 Central Corridor Coalition promotes smart growth in Butts, Clayton, Henry, Houston, Lamar, Macon-Bibb, Monroe, Spalding, and other counties influenced by Interstate 75 along the Central Corridor.

JOIN THE I-75 CCC

www.i75coalition.org/join

THE FIVE STEPS FOR THE CORRIDOR

1. Develop a coalition of local governments, businesses, academic institutions and developers/land owners.
2. Expand the coordination of public and private entities throughout the corridor.
3. Better understand the current and future development opportunities in the corridor.
4. Brand and market the corridor as a key development area.
5. Coordinate transportation investments, local government planning and economic development.

BY THE NUMBERS

$228 BILLION Regional Gross Domestic Product

2.6 MILLION Regional Population of Counties (2020 Census)

1 MILLION Regional Labor Force

36.5% State of Georgia's Economy

19.3% State of Georgia's Population Impacted

19.8% State of Georgia's Labor Force

Connecting nearly 90,000 aerospace workers between Hartsfield-Jackson International Airport and Robins Air Force Base alone.

BUILD OUT IMPACT

- Route more than 125,000 college students between Atlanta and Savannah.
- Connect nearly 20 Fortune 500 companies.
- Generate a $464 million annual economic impact.
- Generate $20 billion in economic activity from one-time capital investments.



Connecting Macon-Bibb to Atlanta by passenger rail is an opportunity to reduce congestion and re-establish Atlanta as a passenger rail hub for the Southeast.



Message from Amit Bose

FRA Administrator

U.S. Department of Transportation
Federal Railroad Administration

I'm excited to learn about the continued efforts and growing support for providing passenger rail service between Macon and Atlanta, GA. As you may remember, I grew up in Southeast Atlanta and took notice of how few Georgia communities were connected by passenger rail.

The FRA supports efforts to expand and strengthen intercity passenger rail, and the Bipartisan Infrastructure Law (BIL) presents us with a unique and historic opportunity to do just that. The BIL provides the funding and resources necessary to create new passenger rail corridors and connect new communities via passenger rail throughout the country.

I look forward to tracking your progress as you work to bring intercity passenger rail to Georgia's Central Corridor.

United States Environmental Protection Agency

Office of Transportation and Air Quality
EPA-420-F-21-075
December 2021



Clean School Bus Program

Building a Better America with the 2021 Bipartisan Infrastructure Law

School buses travel over four billion miles each year, providing the safest transportation to and from school for more than 25 million American children every day. 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. This funding to support low- and zero-emission vehicles that transport our nation's children will benefit communities across the United States, especially communities that have been historically underserved. Schools bus fleets will benefit by using the newest and cleanest technologies available.

The Bipartisan Infrastructure Law (BIL) provides $5 billion over five years (FY22-26) for the replacement of existing school buses with low- and zero-emission school buses. 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.

Eligible Recipients

Eligible recipients are defined as:

State or Local Governmental Entities

That are responsible for:

- Providing school bus service to one or more public school systems; or
- Purchase of school buses.

Eligible Contractors

For profit, not-for-profit, or nonprofit entity that has the capacity to:

- Sell clean school buses, zero-emission buses, charging or fueling infrastructure, or other equipment needed to charge, fuel, or maintain clean or zero-emission school buses; or
- Arrange financing for such a sale.

Nonprofit School Transportation Associations

Tribes, Tribal Organizations, and Tribally-Controlled Schools

That are responsible for:

- Providing school bus service to one or more Bureau-funded schools; or
- Purchase of school buses.

Funding

Awards up to 100% of the cost of the replacement bus and charging or fueling infrastructure are possible, and EPA may award funding for bus replacement and infrastructure through grants, rebates, or contracts.

EPA may prioritize applications that propose to replace buses that serve:

- High-need local education agencies;
- Tribal schools;
- Rural schools;
- Low-income area schools; or
- Applications that provide cost share through public-private partnerships, grants from other entities, or school bonds.

In making awards for low- or zero-emission clean school buses, EPA will consider the following criteria without preference to any individual criterion:

- Lowest overall cost of bus replacement;
- Local conditions, including the length of bus routes and weather conditions;
- Technologies that most reduce emissions; and
- Whether funds will bring new technologies to scale or promote cost parity between old technology and new technology.

Usage Requirements

All replacement low- and zero-emission school buses must:

- Be operated as part of the school fleet for which the award was made for not less than 5 years;
- Be maintained, operated, and charged or fueled according to manufacturer recommendations or state requirements; and
- Not be manufactured or retrofitted with a power unit or any other technology that creates pollution within the school bus, such as an unvented diesel heater.

While new buses meet EPA's tougher emission standards, many older buses continue to emit pollutants that can be harmful to health like nitrogen oxides (NOx) or particulate matter (PM). Students are particularly vulnerable to air pollution inside and near older diesel school buses, and these pollutants increase their risk of asthma and other respiratory illness. Bus drivers and other school staff are also exposed to diesel exhaust.

The Bipartisan Infrastructure Law provides an unprecedented amount of funding 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.

Learn More

Coming soon! EPA is developing a new website and will post more information in the coming months about the Clean School Bus Program at https://www.epa.gov/cleanschoolbus. This new page will feature information about electric and alternative fuel buses, technical resources for fleets about infrastructure considerations, information about upcoming funding opportunities, and details about how to apply.