TAKING ACTION TO IMPROVE AIR QUALITY IN MIDDLE GEORGIA

MIDDLE GEORGIA CLEAN AIR COALITION

Thursday, October 13, 2022

3:30 PM – 4:30 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.

3:30	Call to Order ➢ Approval of August Minutes ➢ Approval of September Minutes	Ed Barbee, Chair
3:35	September Financial Report	Sam Kitchens, Treasurer
3:40	GLIMPSE Program Updates	Greg Boike
3:50	Clark Group Report: EV Updates ➢ Smart Growth Goals in 2022 ➢ I-75 Legislative Summit and Strategy	Ray Clark
4:00	Grants Roundtable ➢ CRISI Grants ➢ Charging and Fueling Infrastructure Grants ➢ Low or No Emission (Bus) Grants ➢ Pilot Program for Transit Oriented Development	Ray Clark & Greg Boike
4:20	Discussion	MGCAC Members
4:30	Adjournment	Ed Barbee, Chair

Proposed Upcoming Meeting Dates:
Thursday, November 17, 2022, at 4:00 p.m.
Middle Georgia Regional Commission

MEETING MINUTES
MIDDLE GEORGIA CLEAN AIR COALITION
REGULAR MEETING
Thursday, August 11, 2022, 4:00 pm
Middle Georgia Regional Commission

Executive Board Members Present:

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

Other Local Officials, Staff, and Stakeholders Present:

Henry Ficklin, Macon-Bibb County*
Elizabeth Ruark - Field Representative for Representative Austin Scott
Mike Greenwald, Macon-Bibb Planning and Zoning
Bryan Jones, Robins Air Force Base
Tamara Smith-Hayes, Georgia EPD
Michael Collins, Total Computer Solutions
Ben Kessler, ChargePoint

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

Support Staff Present

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

Welcome/Call to Order

Chairman Ed Barbee called the August 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 June 9, 2022, meeting; they were unanimously approved on a motion by Sam Kitchens and a second Ned Sanders.

DRAFT

Financial Report

Sam Kitchens provided the Financial Report beginning July 1, 2022, through July 31, 2022. Revenues included bank interest and member contributions totaling $434.16 and expenditures in the amount of $14,185.37; the ending balance as of July 31, 2022, was $130,352.87.

The Financial Report was unanimously approved on a motion by Ned Sanders and a second by John Harley.

The Clark Group

- Inflation Reduction Act

Ray Clark reported that included in the Inflation Reduction Act Bill would be funds for cities and states to tackle the climate crisis and help reduce emissions.

- EV's

The Inflation Reduction Act Bill would also extend tax credits for the purchase of new and used electric vehicles.

- Smart Growth

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.

- Delegation Trip to Washington

Ray Clark reported on the trip to Washington on June 22 and met with representatives from Senator Ossoff's and Senator Warnock's office to discuss Federal Rail Administration to discuss rail appropriations.

- Meeting with Chairman Perdue, Houston County

Ray Clark met with Chairman Perdue from Houston County

I-75 Legislative Summit

Laura Mathis reported on the I-75 Legislative Summit that met on June 3, 2022 to discuss the state rail plan and the smart growth study along the corridor from Stockbridge to Macon.

DRAFT

I-75 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.

Discussion

Ned Sanders discussed latest news and progress reported on pertaining to electric vehicles, solar power and technology independence.

Adjournment

There being no further business, the August 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 September 8, 2022, at the Middle Georgia Regional Commission.

DRAFT

MEETING MINUTES
MIDDLE GEORGIA CLEAN AIR COALITION
REGULAR MEETING
Thursday, September 8, 2022, 4:00 pm
Middle Georgia Regional Commission

Executive Board Members Present:

Mayor Ed Barbee, City of Gray*
Commissioner Sam Kitchens, Jones County*
Mayor John Harley, City of Centerville*
Former Chairman Ned Sanders, Houston County *

Other Local Officials, Staff, and Stakeholders Present:

Henry Ficklin, Macon-Bibb County*
Mike Greenwald, Macon-Bibb Planning and Zoning
Michael Collins, Total Computer Solutions
Shavonda Hill, Field Representative for Congressman Sanford Bishop
Elizabeth Ruark, Field Representative for Representative Austin Scott
Brenda Williams, Field Representative for Senator Raphael Warnock
Cassandra Cox, Georgia Power
Anita Moreno, Flint Energies
Tamara Smith-Hayes, Georgia EPD
Bryan Jones, Robins Air Force Base
***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 Ed Barbee called the September meeting of the Middle Georgia Clean Air Coalition to order at 4:00 p.m. and welcomed everyone to the meeting. A quorum was not present, and the committee was unable to conduct official business.

The Clark Group

- EV's

The Inflation Reduction Act Bill would extend tax credits for the purchase of new and used electric vehicles. The Clean Energy transition that will have an impact on businesses and homeowners as technologies change to accelerate global clean energy.

- Grant Opportunities

Ray Clark reported on grant opportunities that would be available to communities for accessible charging infrastructure.

- 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.

EV Car Show

Greg Boike announced the National Drive Electric Week in partnership with Mercer University, a nationwide celebration to raise awareness of the many benefits of all electric vehicles, September 24th. More information can be found at www.driveelectricweek.org.

GLIMPSE Update

Greg Boike reported that he met with EPA today to discuss supporting a modeling tool being developed by EPA that will assist states with energy and environmental planning through the year 2050.

Set Next Meeting Dates/Times

Greg Boike asked the Chairman if they wanted to move the next MGAC meeting back to start at 3:30 in order to ensure the meeting is done before the MGRC Annual meeting.

The November MGCAC meeting will be moved to November 17 to coincide with the MGRC meeting on the same day.

Discussion

Ned Sanders discussed latest news and progress reported on pertaining to electric vehicles, solar power and technology independence.

Adjournment

There being no further business, the September MGCAC meeting was adjourned at 4:50 pm.

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It was announced that the next meeting of the Middle Georgia Clean Air Coalition will be held on October 13, 2022, at the Middle Georgia Regional Commission.

DRAFT

Middle Georgia Clean Air Coalition

Financial Report
As of August 31, 2022

Beginning Balance -July 31, 2022			$ 130,352.87
Revenues			
Bank Interest	$ 1.05		
Member Contributions	433.00		
Total Revenues			$ 434.05
Subtotal			130,786.92
Expenditures			
Ray Clark	12,250.00		
Total Expenditures			12,250.00
Ending Balance - August 31, 2022			$ 118,536.92

Middle Georgia Clean Air Coalition

Financial Report
As of September 30, 2022

Beginning Balance -August 31, 2022			$ 118,536.92
Revenues			
Bank Interest	$ 1.12		
Member Contributions	31,035.25		
Total Revenues			$ 31,036.37
Subtotal			149,573.29
Expenditures			
Ray Clark	12,534.50		
Total Expenditures			12,534.50
Ending Balance - September 30, 2022			$ 137,038.79

CRISI – Program Overview

GRANT PURPOSE

- To fund projects that improve the safety, efficiency, and/or reliability of intercity passenger and freight rail systems

Notice of Funding Opportunity (NOFO)

- Published in the Federal Register on September 2, 2022
  - Over $1.42 billion available
  - Applications due by **5 p.m. EST** on December 1, 2022
- Please read the NOFO carefully and follow all instructions for completing and submitting your application
- Applications that are incomplete or received after the deadline will not be reviewed or considered for funding. There are no exceptions.

FY22 CRISI – Program Overview

ELIGIBLE APPLICANTS

- A State (including the District of Columbia) or group of States
- An Interstate Compact
- Public agencies or publicly chartered authorities established by one or more States
- A political subdivision of a State
- Amtrak or other intercity passenger rail carrier
- Class II or III railroads and associations that represent a Class II or III railroad
- Any rail carrier or equipment manufacturer in partnership with at least one state entity, public agency, and/or local government
- Federally recognized Indian Tribe
- The Transportation Research Board (TRB) together with any entity with which it contracts in the development of rail-related research, including cooperative research programs
- A university transportation center engaged in rail-related research
- A non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors

FY22 CRISI – Program Overview

ELIGIBLE PROJECT CRITERIA

- **Wide Range of Rail Capital Projects**
  - Congestion mitigation
  - Ridership growth facilitation
  - Enhancements to multimodal connections
  - Improvements to short-line or regional railroad infrastructure
- **Railroad Safety Technology**
- **Track, Station, and Equipment Improvements for Intercity Passenger Rail**
- **Grade Crossing Improvements**
- **Rail Line Relocation and Improvement**
- **Regional and Corridor Service Planning and corresponding Environmental Analyses**
- **Safety Programs and Institutes**
- **Research**
- **Workforce Development and Training**
- **New in the Bipartisan Infrastructure Law:**
  - Measures that prevent trespassing
  - Preparation of emergency plans for hazardous materials that are transported by rail
  - Rehab or procurement of locomotives, provided that such activities result in a significant reduction of emissions

At least 25% of funds is reserved for rural projects

FY22 CRISI – Set-Asides and Non-CRISI Funding

$150M

Set-aside for capital projects to support new intercity passenger rail service routes including alignments for existing routes

$25M

Set-aside for capital and engineering solutions targeting trespassing

$2M

For Deployment of Magnetic Levitation Transportation Projects

$5M

For preconstruction planning activities and capital costs related to development of magnetic levitation transportation projects

FY22 CRISI – Program Overview

NON-FEDERAL MATCH REQUIREMENTS

- Federal share of total costs **shall not exceed 80 percent**.
- 20 percent minimum non-Federal match for CRISI-funded projects may consist of public sector (e.g., state or local) and/or private sector funding. FRA will not consider any Federal financial assistance, nor any non-Federal funds already expended (or otherwise encumbered), toward the matching requirement, unless compliant with 2 CFR part 200.
- Applicants must identify the source(s) of their matching and other funds, and must clearly and distinctly reflect these funds as part of the total project cost.
- In-kind contributions, including the donation of services, materials, and equipment, may be credited as a project cost, in a uniform manner consistent with 2 CFR 200.306.

FY22 CRISI – Evaluation and Selection Criteria

EVALUATION CRITERIA

Technical Merit:

- Quality of statement of work and application materials
- Readiness and completion of prerequisites
- Applicant past performance, technical capacity, and financial contributions
- Private-sector participation
- Innovative use of technology, project delivery, and financing
- Consistency with planning documents

Project Benefits:

- The Benefit-Cost Analysis and project benefits of the proposed project
- Effects on system and service performance
- Effects on safety, competitiveness, reliability, trip or transit time, and resilience
- Efficiencies from improved integration with other modes
- Ability to meet existing or anticipated demand

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Consolidated Rail Infrastructure and Safety Improvement Grants

Federal Agency: Department of Transportation
Bureau or Account: Federal Railroad Administration

Funding amount: $5,000,000,000[5]

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: No

Recipients:

- States, including the District of Columbia.
- A group of States.
- An Interstate Compact.
- A public agency or publicly chartered authority established by 1 or more States.
- A political subdivision of a State.
- Amtrak and other rail carriers providing intercity rail passenger transportation.
- Class II/III Railroads and associations that represent Class II/III Railroads.
- Rail carriers & equipment manufacturers, in partnership with at least 1 of the first 5 entities above.
- Federally recognized Indian Tribes.
- Transportation Research Board.
- University Transportation Centers engaged in rail-related research.
- Non-profit labor organizations representing rail employees.

Description: To fund projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

Eligible Uses: Eligible projects include a wide range of freight and passenger rail capital, safety technology deployment, planning, environmental analyses, research, workforce development, and training projects. New eligibilities include: (1) measures to prevent trespassing on railroad property; (2) preparation of emergency plans for communities through which hazardous materials are transported by rail; (3) research, development, and testing to advance innovative rail projects; and (4) rehabilitating, remanufacturing, procuring, or overhauling locomotives to reduce emissions.

Next Milestone: Finalize selections from Fiscal Year 2021 Notice of Funding Opportunity, targeting spring 2022 for announcement. Estimated released date of Fiscal Year 2022 funds is TBD.

[5] $5.0 billion is provided through the Bipartisan Infrastructure Law in advance appropriations, and an additional $5.0 billion is authorized, *subject to appropriation*, in Division B for a total program level of $10.0 billion over five years.

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Charging and Fueling Infrastructure Grants
(Community Charging)

Federal Agency: Department of Transportation
Bureau or Account: Federal Highway Administration

Funding amount: $1,250,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: State or political subdivision of a State, Metropolitan Planning Organization, Local government, Special purpose district or public authority with a transportation function, Indian Tribe, Territory

Description: Program funds will be made available each fiscal year for Community Grants, to install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities. These grants will be prioritized for rural areas, low-and moderate-income neighborhoods, and communities with low ratios of private parking, or high ratios of multiunit dwellings.

Eligible Uses: Acquisition and installation of publicly accessible electric vehicle charging or alternative fueling infrastructure, operating assistance (for the first 5 years after installation), acquisition and installation of traffic control devices

Next Milestone: Federal Highway Administration will publish a Notice of Funding Opportunity in 2022.

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Charging & Fueling Infrastructure Grants
(Corridor Charging)

Federal Agency: Department of Transportation
Bureau or Account: Federal Highway Administration

Funding amount: $1,250,000,000

Period of Availability: 4 year

Funding Mechanism: Competitive Grant

New Program: Yes

Recipients: State or political subdivision of a State, Metropolitan Planning Organizations, Local government, Special purpose district or public authority with a transportation function, Indian Tribe, Territory

Description: Deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities.

Eligible Uses: Acquisition and installation of publicly accessible electric vehicle charging or alternative fueling infrastructure, operating assistance (for the first 5 years after installation), acquisition and installation of traffic control devices

Next Milestone: Federal Highway Administration will publish a Notice of Funding Opportunity in 2022.

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Low or No Emission (Bus) Grants

Federal Agency: Department of Transportation
Bureau or Account: Federal Transit Administration

Funding amount: $5,624,550,890

Period of Availability: Year of Allocation plus three years

Funding Mechanism: Competitive Grant

New Program: No

Recipients: States, Counties, Cities / Townships, Special Districts, Tribal Governments (federally recognized)

Description: Provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities. Provides capital funding for low or no emissions bus projects.

Eligible Uses: Capital

Next Milestone: Notice of Funding Opportunity expected the first quarter of 2022

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Pilot Program for Transit Oriented Development

Federal Agency: Department of Transportation
Bureau or Account: Federal Transit Administration

Funding amount: $68,864,631

Period of Availability: Available until expended

Funding Mechanism: Competitive Grant

New Program: No

Recipients: State or local governmental authorities that are Federal Transit Administration grant recipients.

Description: The Pilot Program for Transit Oriented Development Planning is a discretionary grant program that helps support Federal Transit Administration's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment.

Eligible Uses: Grants may be made for site specific and comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

Next Milestone: A Notice of Funding Opportunity is expected Spring 2022.