


# Middle Georgia Clean Air Coalition

October 13, 2022

# Standard Order of Business

## Roll Call and Establishment of Quorum

# Approval of Minutes

- Distributed Prior to Meeting

- Need Motion to Approve & 2nd
  - August & September Minutes

# Financial Report Approval

- See insert at right

- Need Motion to Approve & Second

**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 |




# GLIMPSE Update

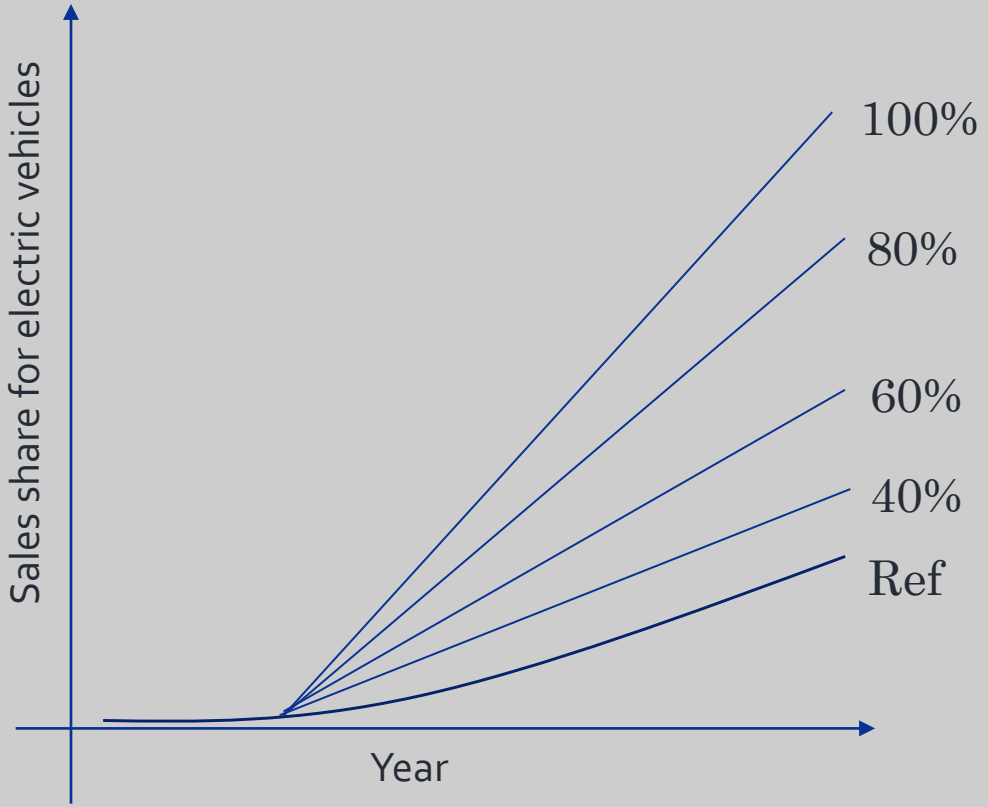
Greg Boike

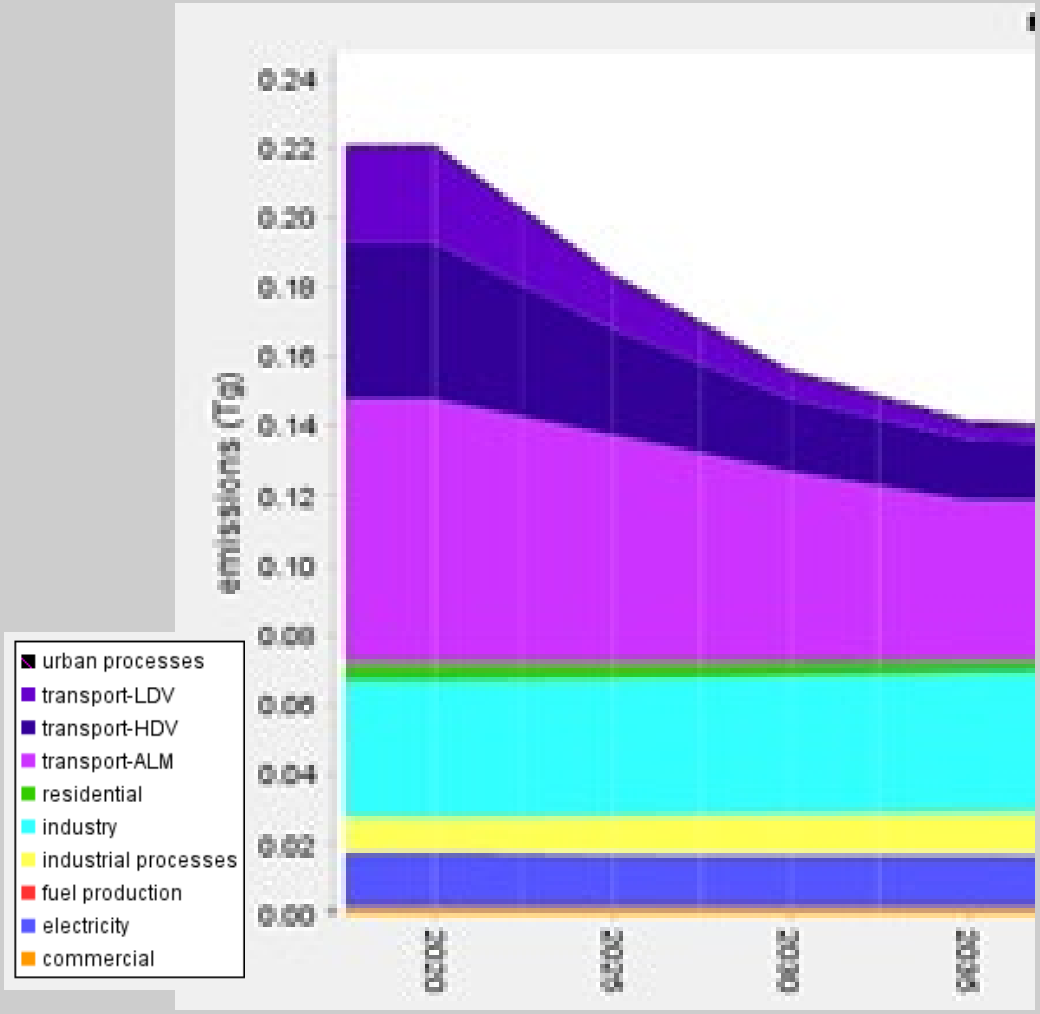
# Proposed GLIMPSE Projects

- On-Road Vehicle Electrification

- Shifting a Portion of On-Road Travel to Rail

# Proposed GLIMPSE Projects






# Clark Group Report

Ray Clark




# Grants Roundtable

Ray Clark & Greg Boike

# 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

# Charging and Fueling Infrastructure Grant

- NEW Discretionary Grant Funding - $2.5 Billion over 5 years.
- At least 50% must be used for a community grant program where priority is given to projects that expand access to EV charging and alternative fueling infrastructure within rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces. (Community Charging)
- Also have a Corridor Charging program along designated EV Corridors (GDOT Plan):
  - 4 Chargers of >150kW, located within 1 mile of corridor, every 50 miles.
  - Corridors of interest in Middle Georgia: I-75, I-16, US-441
  - Opportunity to partner w/ GDOT on DC Fast Charging in Corridors
    - Forsyth – Exit 187
    - Need @ approx. Exit 144
    - Cordele – Exit 100

    Forsyth – Exit 187

    Need @ approx. Exit 18 (nothing there → Exit 6 or Exit 24)

    Dublin (End of 441 Corridor) – Exit 51

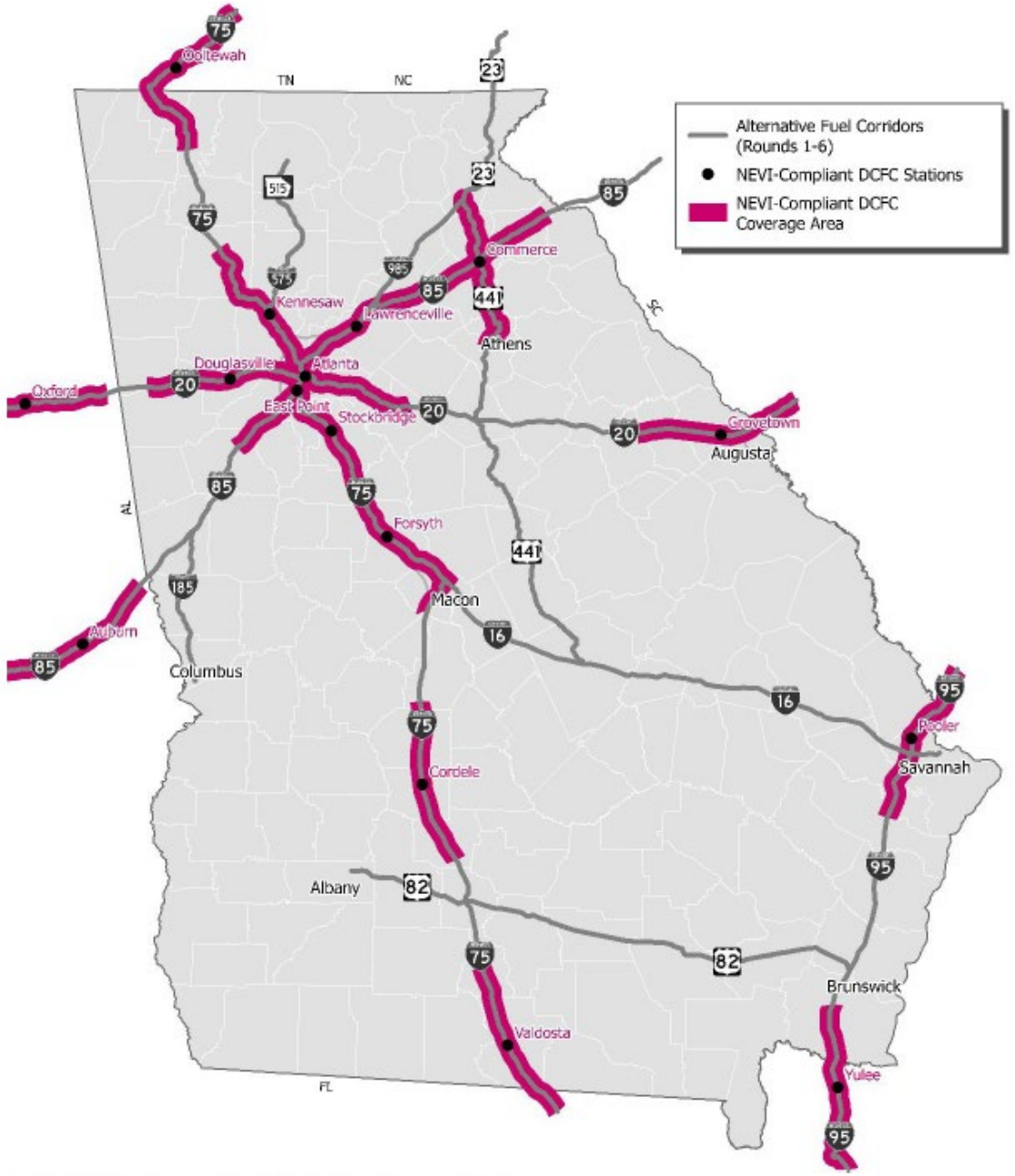



Figure 18: Existing NEVI-Compliant DC Fast Chargers in Georgia

*Source: Plugshare.com*

# Corridor Charging

- GDOT has at least 30 gaps to fill.
- Georgia intends to employ a competitive solicitation and create public-private partnerships to advance the work of building out interstate alternative fuel corridors.
  - We should start talking with private entities that may want to support chargers.
- Future corridors can be added in future nomination rounds for alternative fuel corridors.
- For more info: see GDOT NEVI plan.




# Community Charging

- Estimated NOFO Announcement of November 15, 2022
- $1.25 Billion Available; approx. $250 Million annually for next 5 years.
- Cost share is 80% Federal to 20% Match. Private cost share is encouraged!
- Eligible entities: states, tribes, cities, counties, MPOs, special districts/authorities
- Proposal to consider: MGCAC & MGRC-Sponsored Application to this program.
  - Example of cost breakdown:
    - $25,000 from MGCAC (Clean Air Incentives Grants)
    - $25,000 from private partners (Georgia Power, EMCs, etc.)
    - $50,000 from project site hosts (City/County/Private Business)
    - $400,000 grant request → could support up to 20 new Level II Charging Stations across Middle Georgia

# Low or No Emission Vehicle Program

- Program supported MTA purchase of electric busses.
- Expect it to open again in early 2023.
- Federal amount of 85 – 90 percent; local match of 10 – 15 percent.
- Award amounts have been increasing! $55 Million in 2017 → $182 Million in 2021.



# Pilot Program for Transit-Oriented Development Planning

- Sponsored by Federal Transit Administration
- In 2021, MARTA received $970,000 to fund planning activities for TOD at 12 stations along 17.2 miles of the Clayton bus rapid transit line.
- 2022 applications were due in July. Expect this opportunity again in spring 2023.



# General Discussion

MGCAC Members

# Adjournment

Next Meetings: Thursday, November 17 at 4:00 PM

Middle Georgia Regional Commission