

Direct Emissions Reduction

The Direct Emissions Reduction Focus Group considers CMAQ proposals that reduce emissions by improving engine technology, reducing idling, using alternative fuels and similar measures that focus on the vehicle itself. The Focus Group considers how these proposals can best advance the recommendations of GO TO 2040, the region's comprehensive plan.

More details on the Focus Group's approach to advancing GO TO 2040 can be found in its [memo to the CMAQ Project Selection Committee](#) on FY 2012-2016 proposals. For the current funding cycle, the Focus Group will concentrate efforts as follows:

Electric vehicles

Alternate public and private funding sources are readily available for electric vehicle charging stations. Sponsors contemplating EV infrastructure projects should check with those sources before applying for CMAQ funds. Contact Samantha Bingham for more information. Applicants should have a deployment plan or be part of a regional deployment plan, and should show the basis for utilization estimates.

Electric vehicle purchases will also be considered. An electric vehicle should be suitable for the use proposed. Replacement of vehicles at or near the end of their useful life is discouraged; much of the benefits of such a replacement will come from replacing the older engine with a newer engine, rather than from improving the engine technology.

Idle reduction efforts will also be considered. Technology solutions need to be US EPA or CARB verified; outreach efforts should demonstrate their ability to be implemented in a timely fashion.

Private railroad repowers

Either GenSet or single-engine prime movers will be considered. Applicants are expected to install US EPA- or CARB-certified engines. Since project approval will occur in the late fall of 2013, applicants should consider what technologies are likely to be certified at that time. Preference will be given to projects that use more aggressive PM-reduction strategies. The preference will be to concentrate larger projects at a smaller number of locations rather than having smaller projects at a larger number of locations. Potential applicants should come to the Direct Emissions Reduction Focus Group to discuss their plans.

Bus and municipal fleet projects

US EPA- or CARB-certified engines or verified technologies will be required for retrofit, repower or vehicle replacement projects. Sponsors should be aware that vehicle replacements will be funded only to cover the difference between the cost of the lower-emitting vehicle and the standard replacement vehicle. Replacement of a vehicle with the current standard engine technology will not be considered. In addition, replacement of vehicles at or near the end of their useful life is discouraged; much of the benefits of such a replacement will come from replacing the older engine with a newer engine, rather than from improving the engine technology.

Preferably, US EPA- or CARB-verified technologies will be required for projects other than engine or vehicle replacements. For technologies not subject to verification, established technologies should be used.

Vehicle Financing

While fleet financing projects have worked well in other regions, the oversight structure in the northeastern Illinois region does not lend itself to such projects. Proposals for them will not be considered at this time.

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