



Direct Emissions Reduction Focus Group for CMAQ
Minutes
Tuesday, March 13, 2012

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Chicago, Illinois

Committee Frank Acevedo (US EPA)
Members Samantha Bingham (CDOT)
Present Lenny Cannata (West Central Municipal Conference)
Anthony Maietta (US EPA)
Mark Minor (RTA)
Ross Patronsky (CMAQ)
Eve Pytel (Metropolitan Mayors' Caucus)
Mike Rogers (IEPA)
Brian Urbaszewski (RHAMC)
Tom Weaver (Metra)

1.0 Call to order and introductions

Mr. Patronsky called the meeting to order at 10:05 a.m.

2.0 Review of FFY 2012-2016 programming cycle

Mr. Patronsky reviewed the programming cycle for the FFY 2012-2016 program, including approval of GO TO 2040-focused programming policies by the MPO Policy Committee in January, 2011, the focus group recommendations, and adoption of a final program in the fall of 2011.

Mr. Urbaszewski asked about the source of asthma rate information in the report. It was thought that Ashley Collins had provided it. Mr. Patronsky said that he would double-check. (Following the meeting, Mr. Patronsky confirmed that Ms. Collins had provided the information.)

3.0 Overview of FFY 2017-2018 call for proposals

Mr. Patronsky said that the FFY 2017-2018 call for proposals was expected to follow the traditional CMAQ cycle:

- December 2012 – Release of application materials and beginning of call
- January 2013 – applications due at the end of the month
- Spring 2013 – proposal clarification and analysis; focus group review of proposals
- June 2013 – release of proposal rankings, focus recommendations
- July 2013 – release of draft program for public comment

- September 2013 – Committee review of comments and any revisions to the program
- October 2013 – MPO Policy Committee and CMAP Board adoption of program.
- November 2013 – notice to sponsors; project initiation meetings

Mr. Weaver asked during what periods the focus group would be meeting. Mr. Patronsky indicated that the group would begin meeting now in order to have guidance for sponsors by the December 2012 start of the call for proposals. He also said that the group would meet after the proposals are in to review them and make a recommendation to the CMAQ Project Selection Committee by June.

4.0 Opportunities for future programming

4.1 Electric vehicles

Mr. Patronsky reviewed the outcome of electric vehicle proposals in the FFY 2012-2016 funding cycle. A handful of applications were received, but they were small, scattered, and not part of a larger plan to disseminate electric vehicle technology through the region. He said that he hoped the group could develop recommendations to systematically implement electric vehicle technology across the region, and assist communities in preparing for EV infrastructure.

Ms. Bingham updated the group on Chicago's efforts, which will include 146 level 2 stations and 72 fast charging stations, of which 26 are installed. This will be one of the largest EV infrastructures in the county. There is a \$15 million call for projects that will be (is?) released soon. The City is collecting data on use, which will help inform them and others what locations will be most effective.

Ms. Bingham also noted that the state Electric Vehicle Advisory Council has been considering EV issues in the state, and issued a final report in December. After the meeting she supplied a link to the report:

www.ildceo.net/NR/rdonlyres/96A30601-9C66-44DD-91BF-416E080AF9C8/0/20111230EVACFinalReport.pdf

Ms. Pytel offered the opinion that the private sector is likely to step up to provide public charging locations, thus reducing the need for CMAQ involvement. Ms. Bingham agreed, noting that charging station vendors have approached the City offering to install stations at no charge. She also noted that the home is likely to be the place that most charging occurs, that the cost for installing a charging station at home may be between \$3,000 and \$5,000 (split between equipment and installation), although a 220-volt line with an outlet can also be used. Ford anticipates financing charging station costs along with electric car purchases later this year.

Ms. Pytel also pointed out that there is a potential conflict between support for electric vehicles and policies to shift people away from single-occupant vehicle use. Mr. Weaver replied that there will always be some SOV use. Mr. Rogers recalled that on CMAQ Project Selection Committee member voted against funds for IEPA's inspection and maintenance program on the grounds that it, too, supported SOV use. Mr. Urbaszewski thought that EV use could be considered a kind of mode shift if linked with reverse commuter rail transit use.

In response to a question from Mr. Minor, Mr. Patronsky stated that CMAP does not have other EV initiatives underway – that the focus group is CMAP’s effort.

Mr. Minor expressed the opinion that park & ride lots were not a good candidate for charging stations, since the vehicles parked there have generally come from home, where they can get charged, and will return home with few side trips.

Ms. Bingham described the relative importance of home, work, and public charging stations, using a diamond to illustrate her point.

Mr. Rogers noted that IEPA is a member of the Illinois Electric Vehicle Advisory Council and that the Council has recommended the development of an EV community grant program. In response, Mr. Minor said that the various programs should try to use consistent evaluation criteria.

4.2 Private railroad repowers

Mr. Patronsky started the discussion by noting that no private railroads had applied for CMAQ funds in the last round; the understanding was that the railroads were reluctant to do so until contract language disagreements with IDOT had been resolved. The focus group recommendation was to consider programming CMAQ funds to the railroads as amendments to their agreements once they were executed. At this point, many of the railroads have executed agreements, although there are a few that are still in negotiations. One railroad, the Union Pacific, currently has a request before the CMAQ Project Selection Committee to fund an additional \$14.5 million in retrofits.

Mr. Urbaszewski pointed out that in 2015, Tier IV standards will become effective, and that diesel particulate filters could be put on existing Tier III nonroad engines used in GenSet locomotives to make them Tier IV-compliant since these same engines being used in new construction equipment are already so equipped. Mr. Acevedo cautioned that certification applies to a whole “package,” not individual components. Retrofitting existing engines is not a simple matter, and may not achieve the desired results.

Mr. Patronsky added that it may not be wise to count too heavily on a 2015 deadline for Tier IV implementation. He said that the Tier III standards were to be effective in 2011, but Tier III engines are just becoming available now, based on discussions with some of the railroads with CMAQ funding.

Ms. Pytel expressed her concern that CMAQ funds not be used to buy obsolete technology. Mr. Urbaszewski added that he wanted to push the envelope on CMAQ-funded vehicle technology.

(It was not discussed at the meeting, but the note-taker wishes to insert that the group should consider a multi-year plan for implementing locomotive retrofits, possibly involving a focus on one rail yard at a time. Mr. Urbaszewski suggests that if one rail yard at a time is deemed worth pursuing, yard metrics such as nearby population density, # of locomotives based at yard and/or rail traffic be analyzed to achieve maximum public health benefits.)

4.3 Fleet technology

Discussion of this topic was postponed until a future meeting.

5.0 Other Business

There was no other business.

6.0 Next Meeting

The next meeting will be on call, possibly coordinated with a CMAQ Project Selection Committee meeting (May 24, 2012 at 2:00 p.m.)

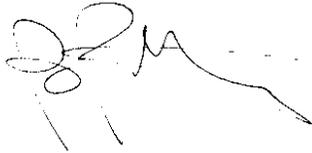
7.0 Public Comment

There were no public comments

8.0 Adjournment

The meeting was adjourned at 11:45 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Ross Patronsky", with a long horizontal line extending to the right.

Ross Patronsky
Committee Liaison
March 20, 2012

Approved as presented by unanimous vote, May 24, 2012