

Overview of Proposed Policies – Illinois

Policy Name:	Description	Modelling Information Required & Issues
Transportation Policies:		
#18 GHG Emissions Standards for Cars (CA Vehicle Emissions Standards)	<p>Description of Pavley standard, type of vehicles, etc. is provided as well as current legal issues, etc..</p> <p>Note – need to differentiate between date when standard introduced vs. when vehicles meeting standard enter into the market.</p>	<ul style="list-style-type: none"> ◆ Assumed start date (date on which vehicles with new standard would start to enter market). <p><i>Note – Need to review/confirm research on emission impacts, California timeline, etc.</i></p>
#44 Vehicle Efficiency/Low Carbon Vehicles for Government Fleet	◆	<ul style="list-style-type: none"> ◆ Confirm numbers of govt. vehicles affected, mileage per vehicle, etc.
#69 High speed rail upgrades	<ul style="list-style-type: none"> ◆ Fully fund all proposed high-speed rail upgrades for the Chicago-St. Louis corridor and complete all upgrades by the end of 2010. This would allow for all passenger trains on this line to reach a maximum top speed of 110 mph as compared to the current top speed of 85 mph. This would reduce total trip time between these cities from 5.5 hours today to as little as 4 hours thus making rail faster than driving and competitive with flying. ◆ Current rail service between Chicago and St. Louis consists of 5 rounds trips each day. Assumptions - each train carries on average 200 passengers. BAU assumes no additional rail trips available in 2020. Assume this proposal increases demand 3 fold by 2020 or 15 round trips per day displacing 200 round trip car trips and 2 round trip flights per each additional high speed rail round trip 	<ul style="list-style-type: none"> ◆ Issue of geographic coverage – where will energy reductions show? ◆ Use assumptions in straw man re miles of passenger traffic moved to rail. ◆ Confirm numbers of passengers – number of cars/train, passengers per car, etc.. ◆ Type of rail – AMTRAC or light rail?

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	each day.	
No # - Incentives for Fuel Efficient Vehicles	<ul style="list-style-type: none"> ♦ Straw man description essentially indicates limited impact in Illinois 	<ul style="list-style-type: none"> ♦ Requires additional research to determine impacts of proposed measures.
#3 Renewable Fuels Standard and/or Low Carbon Fuel Standard	<ul style="list-style-type: none"> ♦ policy overlaps with the Governor’s Energy Independence Plan (EIP) <p><u>Option 1: LCFS based on California’s proposal</u></p> <ul style="list-style-type: none"> ♦ Nearly 90% of all gasoline sold in Illinois is already at least 10% ethanol. ♦ Require fuel providers¹ in California to ensure that the mix of fuel they sell into the California market meet, on average, a declining standard for GHG emissions measured in CO₂equivalent gram per unit of fuel energy sold. The standard will be measured on a lifecycle² basis in order to include all emissions from fuel consumption and production, including the “upstream” emissions that are major contributors to the global warming impact of transportation fuels. <p><u>Option 2: Biodiesel Mandate</u></p> <ul style="list-style-type: none"> ♦ Proposes standard requiring that all diesel fuel sold in Illinois must include biodiesel. (B2 or B10) 	<ul style="list-style-type: none"> ♦ Review baseline to ensure it includes existing levels of ethanol. ♦ Start/Implementation dates. ♦ Schedule for changes in standard. ♦ Modeling issue – how to model upstream impacts beyond Illinois border. ♦ For biodiesel – adequacy of feedstock (not a modeling issue).
#17 Implement smart growth initiatives and expansion of mass transit	<ul style="list-style-type: none"> ♦ Derived from Environment Illinois’ recent report “A Blueprint for Action: Policy Options to Reduce Illinois’ Contribution to Global Warming” by Elizabeth Ridlington and Rebecca Stanfield, 2007. For more information, see page 28 of this report. ♦ 521,000 people with an average density of about 22 persons per acre could live in 40,000 acres of transit oriented developments Transit Oriented Designs (TODs) in Metro Chicago by 2020. The average density in Metro Chicago is currently about 11 persons per acre. 	<p>Review reports to determine:</p> <ul style="list-style-type: none"> ♦ Possible change in vehicle size (and resulting efficiency increase) ♦ Reduction in person distance travelled using personal vehicles (some portion shifted to transit). ♦ Mean travel time now 28

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	<p>http://chicagoareaplanning.org/snapshot/regional_snapshot_final_web.pdf</p> <ul style="list-style-type: none"> ◆ Therefore, the TOD adds roughly 11 people per acre on top of the 11 that would be expected. Out of the 521,000 people NIPC estimates could be in the TODs, half (11 out of 22) or 260,000 would live in the TODs who would not under a BAU scenario. http://www.nipc.org/planning/pdf/nipc_transit.pdf ◆ Illinois – people per household: 2.63 ◆ http://quickfacts.census.gov/qfd/states/17000.html ◆ According to the Denver Regional Council of Governments, TODs can reduce rates of greenhouse gas emissions by 2.5 to 3.7 short tons per year for each household. http://www.drcog.org/index.cfm?page=LearnaboutTOD 	<p>minutes.</p> <ul style="list-style-type: none"> ◆ Modal efficiencies (bus, rail, etc.) and projected modal shift.