



MEMORANDUM

To: MPO Policy Committee

Date: January 5, 2010

From: CMAQ Project Selection Committee

Re: Programming CMAQ Funds to Private-Sector Diesel Emission Reduction Projects

This memo is in response to a request from MPO Policy Committee members for background information on the use of CMAQ funds for diesel emission reduction projects where the vehicles are owned by a private entity. The CMAQ Project Selection Committee recommends that we continue to fund these types of projects.

The use of such partnership has been recognized in FHWA's CMAQ guidance, which states that "these partnerships have become a critical part of CMAQ." Other public-private sector projects have been programmed with CMAQ funds in the region, notably a commuter boat purchased by a private operator with CDOT sponsorship, a truck stop electrification project to be built and operated by a private company sponsored by the Tollway, and the I-GO carsharing service, operated by the Center for Neighborhood Technology and sponsored by CDOT and IDOT.

Air Quality Background

The Chicago region, including northeastern Illinois and northwest Indiana, is in nonattainment of national standards for ground-level ozone and fine particulate matter. Ozone is created by two precursor pollutants, volatile organic compounds and nitrogen oxides, in the presence of sunlight. Fine particulates are produced directly, and also by the interaction of other compounds in the atmosphere, notably nitrogen oxides.

Diesel engines produce significant amounts of nitrogen oxides and fine particulate matter and are one of the largest sources of fine particulate matter emissions. While new diesel engines are much cleaner, older engines produce these emissions in sufficient quantities to be a major cause of the region's mobile source emissions. Since diesel engines have a long life, older engines will continue to operate in the region for many years, and in some cases decades, emitting significant quantities of pollutants.

Since the region is in nonattainment of the air quality standards, the Illinois Environmental Protection Agency has developed a State Implementation Plan (SIP) to describe what steps will

be taken to achieve the standards. These steps are distributed among four sectors: point sources, area sources, on-road mobile sources, and off-road sources. For the on-road mobile source sector, the SIP establishes “budgets,” or levels of emissions that may not be exceeded to meet the standards. CMAP transportation plans and programs must demonstrate conformity with these budgets. In striving to meet the mobile source budgets, especially for direct fine particulates and nitrogen oxides, steps must be taken to reduce diesel emissions.

Additional information on mobile source budgets and air quality in northeastern Illinois is available. One source is the air quality snapshot developed as part of the information gathering effort for *GO TO 2040*, the region’s official comprehensive plan. For further information about the region’s air quality conditions and considerations, see the snapshot at:

<http://www.cmap.illinois.gov/snapshot.aspx#Air>.

Diesel Emission Reduction Strategies

A number of strategies are used to reduce diesel emissions. These include idle reductions, alternative fuels, and measures to reduce the emissions from the engine. The latter category can be divided into:

- Retrofit – adding a device, such as a filter or oxidation catalyst to an existing engine exhaust system to reduce the emissions. The engine must be capable of accommodating the device; some older engines don’t work with the retrofit device. The vehicle must also be able to accommodate the device; sometimes there is not a workable location where it can be installed.
- Repower – replacing an older engine with a new engine that meets a more stringent emission standard. This is a good choice if the engine cannot be retrofit and the vehicle has a significant life expectancy.
- Replace – replacing the entire vehicle is considered if the vehicle is near the end of its useful life or obsolete in other ways.

Various studies have shown that diesel emission reduction strategies are highly cost-effective, in part due to the fact that the diesel engine fleet tends to be older than the gasoline engine fleet, but also due to the nature of the pollutants emitted by diesel engines.

In addition, diesel emission reduction projects reduce the exposure of vulnerable populations such as children, and reduce “hot spots” of emissions in areas near idling or concentrations of vehicles, such as schools, transit centers, freight yards, rail yards, and construction sites. This has been recognized by school districts, which have requested funds to retrofit school buses, and by municipalities eager to sponsor locomotive switch engine projects for yards located in their communities. IEPA also recognizes the value of these projects and has sponsored a project in which they will help smaller school districts retrofit their buses in addition to sponsoring locomotive repower projects.

CMAQ Funding

Diesel emission reduction projects have been eligible for CMAQ funding since the inception of the program, although not all types of projects were eligible, and the emphasis in CMAQ programming nationwide was clearly on other types of projects.

As the program progressed, and the automobile fleet in general became cleaner, the merits of diesel emission reduction projects became clearer, and CMAQ funding began to be used for these types of projects.

Northeastern Illinois has funded diesel emission reduction projects as far back as the mid-1990's when the CTA used CMAQ funds to test fuel cell buses. Projects have become more frequent in recent years, and have included:

- CTA – Purchase of hybrid-electric buses (2001)
- CTA – Engine upgrade and purchase of ultra low-sulfur diesel (2003)
- Pace – Purchase of ultra low-sulfur diesel fuel (2005)
- Tollway – Truck stop electrification (2006)
- CDOE – Chicago diesel fleet retrofit (2007)
- CTA – Bus cold start devices (2007)
- Chicago Public Schools – School bus retrofit (2008)
- Riverdale - CSXT Barr Rail Yard switch engine retrofit (2008)

Other regions across the country used CMAQ funds for many of the same types of projects as in northeastern Illinois. In recognition of these projects' importance, SAFETEA-LU included language giving priority to diesel emission reduction efforts. According to SAFETEA-LU Cost Effective Emission Reduction Guidance, Amended Section 149, Subsection(3) Priority: "States and metropolitan planning organizations shall give priority in distributing funds received for congestion mitigation and air quality projects and programs from apportionments derived from application of sections 104(b)(2)(B) and 104(b)(2)(C) to—“(i) diesel retrofits, particularly where necessary to facilitate contract compliance, and other cost-effective emission reduction activities, taking into consideration air quality and health effects.”(PUBLIC LAW 109-59—AUG. 10, 2005 119 STAT. 1463).

Railroads, too, have recognized that being a good neighbor to the communities in which they operate by reducing emissions and reducing fuel consumption from their locomotives benefits their own operations. Thus, they have undertaken CMAQ-funded projects in New York and Michigan as well as participating in very large state-funded programs in Texas and California. The Union Pacific railroad has submitted a letter (attached) in support of continuing these projects.

In these cases, and in northeastern Illinois too, the focus has been on switch engines, which frequently have the oldest, most polluting engines in the fleet, and also stay in the region where the air quality problems are the greatest. For CMAQ funded projects in particular, the funds may only be used in nonattainment areas, so the funds have not been used for line-haul engines that spend most of their time outside the region to which the funds were apportioned.

Recent CMAQ Diesel Emission Reduction Program

Beginning in 2009, diesel emission reductions were classified separately from other CMAQ projects in the region. In that year, ten projects were funded for just over \$19,500,000 in federal funds. Of this, just under \$9,600,000 was for locomotive repower projects for private railroads. In addition, IEPA 's project to fund school bus retrofits is anticipated to fund retrofits to buses owned by school districts.

The funding for private railroads was a significant increase in funding for public-private sector projects; the first private railroad to receive funding was the CSX in 2008, also for a locomotive repower project.

As the 2009 program was developed, the CMAQ Project Selection Committee recognized that, as private entities and as beneficiaries of improved fuel economy for the new engines they acquire, the private railroads should be expected to contribute above the minimum twenty percent match required for CMAQ projects. The staff proposed program for FFY 2009 included a thirty-five percent match. The Committee requested that the staff proposal be revised to require a fifty percent match. All the railroads declined to participate at this match level. Investigation revealed that California had encountered similar resistance to a fifty percent match requirement for their state-funded diesel retrofit program. Given this, a thirty-five percent match was requested. This match level was accepted by all railroads but one. That project was dropped from the recommended program. The Project Selection Committee agreed to revisit the match requirement as the program evolves, to see whether a larger match could be obtained as the railroads understood the full benefits they will realize and also become acclimated to the new equipment in their fleets.

To address the requirement that the locomotives being repowered would benefit the region the Project Selection Committee required that they stay in the region for ten years, a condition to which the railroads agreed. To enforce this provision, the contract between IDOT, the sponsoring municipality and the railroad specifies this requirement and provides that the CMAQ funds be paid back if the condition is not met. The applicable part of the contract (section 2) is attached.

An additional concern is that a project not simply fund expansion of the railroad's operation. To that end, the contract requires the destruction of the power plant being replaced.

In 2010, the CMAQ Project Selection Committee programmed thirteen diesel emission reduction projects, totaling \$42.3 million. Of this, \$11.2 million was for projects actually in 2012 and 2013. Of the remaining \$31.1 million, just under \$20.9 million was programmed to private railroads, out of \$31 million in federal funds requested. The public agencies requesting diesel emission reduction funds were programmed for all funds they requested.

Further Information

Much has been written about diesel emission reduction efforts, the CMAQ program, and northeastern Illinois' program of projects. The public comments received on these projects as part of the outreach effort on the FY 2010-2011 proposed program are attached. Some links with further information include:

FHWA CMAQ Guidance:

<http://www.fhwa.dot.gov/environment/cmaqpgs/cmaq08gd.pdf>

Diesel project benefits:

http://www.marama.org/diesel/urbanfleets/documents/Urban_Fleets_%20050512_%20WescottDieselStudy.pdf

<http://www.epa.gov/otaq/regs/nonroad/locomotv/420f09025.pdf>

SAFETEA-LU Public Law 109–59 109th Congress, August 2005:

http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=109_cong_public_laws&docid=f:publ059.109.pdf

Cost Effective Emission Reduction Guidance, p. 320-322 of 836



Thomas A. Zapler
Director Public Affairs - Northern Region

November 11, 2009

Ms. Patricia Berry
Chicago Metropolitan Agency for Planning
233 S. Wacker, Suite 800
Chicago, IL 60606

Dear Ms. Berry:

As demonstrated by the CREATE Project, the railroad industry's goal when seeking public funds for railroad projects is that the public expense will be equal to the public benefits and the railroads' financial contribution will equal our benefit.

The Union Pacific believes that the CMAQ funded GenSet Diesel Retrofit Projects meet that goal. The switch engines currently used in the Proviso Yard have a long, useful life because they are easily repaired and rebuilt. These engines can continue to be used legally for at least ten more years. Their emissions would continue at their current levels for those ten years.

Our CMAQ proposal to retrofit switch engines at Proviso to GenSet technology will, in our opinion, reduce the NOx emission by 85%, diesel particulate matter by 75%, fuel consumption by 25% with a corresponding 25% reduction in greenhouse gas emissions for each engine.

In order to achieve the emission reductions resulting from GenSet technology as soon as possible, federal, state and local agencies have provided funding incentives for several years to retrofit switch engines with GenSet technology. The funds used to provide these funding incentives come from taxes, fees, etc., that the Union Pacific, other businesses and individuals pay. In addition, the Union Pacific contributes 35% of the cost of the CMAQ grants.

We are convinced that the GenSet retrofits are a very cost effective way to improve air quality that Union Pacific is paying its fair share to achieve.

Sincerely,

A handwritten signature in black ink that reads "Thomas A. Zapler". The signature is fluid and cursive, with a long horizontal line extending to the right.

cc: Don Kopec
Tom Murtha
Ross Patronskey
Lanny Schmid
Mike Payette

(TAZ111109-001)

WHEREAS, in the interests in the health and safety of its employees, customers and the communities it serves, the COMPANY proposes to contribute to the clean and efficient operation of its transportation operations including removing from its roster, and providing as retrofit/trade-in allowance, the three (3) locomotives listed in Exhibit B; and

WHEREAS, pursuant to federal law, monies have been provided for Congestion Mitigation and Air Quality (CMAQ) improvements; and

WHEREAS, the PROJECT, or portions of the PROJECT, at the request of the COMPANY, are being programmed with the United States Department of Transportation, Federal Highway Administration (FHWA), for implementation with the use of federal funds under the Federal CMAQ Program; and

WHEREAS, the DEPARTMENT will provide CMAQ funding for the PROJECT, as set forth in Exhibit A; and

WHEREAS, the parties mutually agree to accomplish the proposed improvements through the use of Federal and/or State funds which are provided under applicable Federal or State act, law or appropriation.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements as hereinafter contained the parties hereto agree as follows:

SECTION 1. The COMPANY will perform or cause to be performed the PROJECT work. It is understood that the COMPANY will contract for portions or all of the PROJECT work.

SECTION 2. The GenSet locomotives will operate out of the COMPANY's Clearing Rail Yard in Bedford Park, Illinois, for a period of at least ten years. The ten year performance period shall begin on the date the GenSet locomotives pass the STATE's final inspection, as required in Section 7 herein. The GenSet locomotives will not be removed from the Northeast Illinois CMAQ Non-attainment area, hereinafter referred to as the "AREA," during that time except for maintenance and servicing deemed necessary by the COMPANY to ensure the good working order of this equipment. The GenSet locomotives will only be absent from the AREA

during the time needed to transport them to the appropriate maintenance and service facility, the time during which maintenance and service is being performed, and the time needed to transport them back to the rail yard. The COMPANY may transport GenSet locomotives to or from its maintenance and service facility either as a working unit or non-working unit in an engine consist. All maintenance and servicing on the GenSet locomotives will be paid for by the COMPANY. During the 10 year term covered under this agreement, the COMPANY shall not exchange, retire, trade in, or dispose of any of the three (3) GenSet Locomotives covered by this agreement without prior written approval from the STATE. In the event that any of the GenSet locomotives funded under this agreement are taken out of service prior to the end of the 10 year performance period, the COMPANY shall provide a refund to the STATE in the amount of \$8,125.00 (one-one hundred twentieth of the STATE's contribution of \$975,000.00 per locomotive) times the number of months remaining in the required 10 year performance period for that locomotive, unless otherwise agreed to in writing by the STATE and the COMPANY. During their 10 year performance period, if any of the GenSet locomotives are taken out of service for any reason other than routine maintenance and service, COMPANY shall immediately inform the STATE in writing.

SECTION 3. The term "PROJECT COST," as herein used, is defined as the actual costs incurred by the COMPANY or the COMPANY's contractor for the performance of the PROJECT work. Reimbursable costs must be directly related to the actual purchase price of the GenSet locomotives, as set forth in Exhibits A and B.

SECTION 4. The PROJECT COST will be met in part by contributions from the federal government. Federal Congestion Mitigation and Air Quality Funds will be applied to the eligible items of the PROJECT COST at the established federal participation ratio of sixty-five percent (65%) up to an amount not to exceed Two Million Nine Hundred Twenty-five Thousand Dollars (\$2,925,000.00). The balance of the PROJECT COST, after the deduction of federal funds, will be charged to and paid by the COMPANY in the manner and at the times hereinafter set forth.

July 31, 2009

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: 2010 CMAQ Funding

Dear CMAP Committee,

Diesel pollution is a serious health problem. Diesel exhaust contains toxic air contaminants, carcinogens, ozone smog-forming elements, and fine particulate matter (or soot). According to the EPA, the “soot” in diesel exhaust can **“pose a significant health risk because they can pass through the nose and throat and lodge themselves in the lungs. These fine particles can cause lung damage and premature death. They can also aggravate respiratory conditions such as asthma and bronchitis¹.”** According to the Clean Air Task Force, it is estimated that diesel fine particles cause 755 deaths, 1,021 heart attacks, 476 cases of chronic bronchitis, and 17,017 of asthma attacks each year in the Chicago metropolitan area². The Clean Air Task Force also ranks Chicago third in the national list of metropolitan areas with the gravest diesel impacts³.

Given the serious health threat from diesel pollution, we are writing to urge you to fully fund the following 2010 Congestion Mitigation and Air Quality (CMAQ) applications for projects that would reduce diesel exhaust emissions.

Transit Applications

- CTA—\$14.9 million to retrofit 430 buses with diesel particulate filters.
- PACE—\$5.85 million to retrofit 90 buses with diesel multi-stage filters.

Railroad Applications

- Amtrak—\$1.5 million to replace one switcher engine with a genset at Amtrak’s South Chicago Railyard.
- Norfolk Southern—\$13 million to update 10 line haul (GP38) locomotives by replacing them with Electro-Motive Diesel (EMD) Eco Engines.
- Indiana Harbor Belt—\$7.1 million to replace 8 switcher engines with gensets at Blue Island, Alsip, Argo & Norpaul Railyards.
- Indiana Harbor Belt—\$1.5 million to replace 1 switcher engine with a genset at Blue Island, Alsip, Argo, Norpaul and Calumet City Railyards.

¹ US Environmental Protection Agency. *Diesel Exhaust and Your Health*. February 8, 2008 <http://epa.gov/cleanschoolbus/humanhealth.htm> (July 29, 2008)

² Clean Air Task Force. *Diesel & Health in America: The Lingering Threat*. February 2005. <http://www.catf.us/publications/view/83> (May 22, 2008)

³ Clean Air Task Force. *Diesel & Health in America: The Lingering Threat*. February 2005. <http://www.catf.us/publications/view/83> (May 22, 2008)

- CSX—\$6 million to replace four switcher engines with gensets at Barr Rail Yard in Riverdale.
- Belt Railway Company—\$4.3 million to replace 3 switcher engines with gensets at Clearing Yard.
- Union Pacific—\$12.8 million to replace 8 switcher engines with gensets at Proviso Yard in Melrose Park.
- Metra—\$3.5 million to replace 2 switcher engines with gensets.

City/County/Regional Applications

- IDOT—\$1.9 million to retrofit 14 trucks with diesel oxidation catalysts and replace 11 pieces of non-road equipment with new, including diesel particulate filters.
- Cook County Department of Environmental Control—\$2.9 million to retrofit 151 on-road and off-road vehicles with diesel particulate filters.
- Lake County—\$36,000 to retrofit 10 trucks with diesel oxidation catalysts.
- Village of Riverdale—\$275,000 to replace four vehicles (2 dump trucks and 2 senior shuttle buses).
- Village of Itasca—\$75,000 to replace a dump truck (model year 2000) with a new dump truck meeting the latest emission standard.
- Village of Hoffman Estates—\$277,000 to retrofit numerous diesel equipment (trucks, fire engines, non-road equipment) with diesel particulate filters and do a series of engine replacements.

The above retrofit projects would lead to significant reductions in diesel pollution in the Chicago metropolitan area. To this end, we strongly urge you to fully fund these proposals as a vital step in satisfying the goals of CMAQ and improving air quality in the Chicago metropolitan area. In the event the cost of funding for these projects exceeds the total amount of 2010 CMAQ funding, we urge you to prioritize funding for these projects in the 2011 CMAQ funding cycle and subsequent cycles.

Sincerely,

Joel Africk
President & CEO
Respiratory Health Association
of Metropolitan Chicago

Lynda DeLaforge
Co-Director
Citizen Action/Illinois

Dr. Quentin Young
Founder & Chairman
Health & Medicine Policy Research
Group

Jacky Grimshaw
Vice President
Center for Neighborhood Technology

Dr. Carolyn Lopez
Interim Executive Director
Institute of Medicine of Chicago

Susan Swart
Executive Director
Illinois Nurses Association

Ron Burke
Midwest Office Director
Union of Concerned Scientists

Nancy Petrik
President
Illinois Association of School Nurses

Max Muller
Program Director
Environment Illinois

Mark Bishop
Deputy Director
Healthy Schools Campaign

Andrew Weithe
Program Coordinator
Illinois Student Environmental Coalition

Mike Skuja
Executive Director
Southeast Environmental Taskforce

Rev. Roger Dart
Church in Society Committee Chair
Chicago Metropolitan Association
United Church of Christ

Peter Nicholson
Executive Director
Foresight Design Initiative

Ellen Rendulich
Director
Citizens Against Ruining the
Environment

Katie Jordan
President
Coalition of Labor Union Women,
Chicago Chapter

Rosa Perea
Assistant Director
Centro Comunitario Juan Diego

Frank H. Richter
President
Richter Foundation

Alex Sproul
Green Sanctuary
Unitarian Church of Evanston

Alice Furumoto-Dawson, Ph.D.

Peter Orris, MD, MPH
Robyn Gabel
Executive Director
Illinois Maternal and Child Health
Coalition

Brian Imus
State Director
Illinois PIRG

Esther Sciammarella
Executive Director
Chicago Hispanic Health Coalition

Carmen Velasquez
Executive Director
Alivio Medical Center

Rev. Dr. Clare Butterfield
Executive Director
Faith in Place

Bishop James Alan Wilkowski
The Evangelical Catholic Diocese of the
Northwest

Martha Jungenberg
SSA #13 Program Manager/LIRI
Outreach Coordinator
Back of the Yards Neighborhood
Council

Ilana Bodini
Coordinator
Healthy Chicago Lawn

Eraina Dunn
Executive Director
Human Action Community Organization



RESPIRATORY HEALTH ASSOCIATIONSM
of Metropolitan Chicago

August 30, 2009

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: 2010 CMAQ Funding

Dear CMAP Committee,

We would like to add a follow up comment to a July 31, 2009 collective letter from members of the Illinois Campaign to Clean Up Diesel Pollution calling for funding of proposed CMAQ diesel emissions reduction projects. As stated previously, we urge the funding of cost-effective diesel retrofit projects in the FY 2010 funding cycle and, where not possible due to limited funds, prioritization of such projects in future year funding cycles.

The Illinois EPA sponsored a project proposal in partnership with the Norfolk Southern Railway Company for both FY2009 and FY2010. The project was not funded in the FY2009 program and is not recommended for any funding in the FY2010 program or future years. Although the Norfolk Southern Application is not a Gen-Set locomotive proposal, rather it is a project that will repower pre-1973 locomotives with Tier 2 compliant diesel engines, we still believe the emissions benefits from the project are worthy of being funded. Due to FY2010 funding constraints, we hope the CMAQ Committee can recommend this project or a portion of it for funding in FY2011, with the remainder of the project programmed for FY2012. Because of the number of recommended CMAQ funded diesel emission reduction projects being pushed out to FY2011 because of FY2010 funding constraints, we encourage the Committee to also consider that this project be included on the new "b list" for potential funding if any CMAQ projects slated for funding are withdrawn from consideration and funding is freed up to fund other proposals.

We continue to see great value and a prudent focus on cost-effectiveness in the CMAQ Committee's decisions to increase funding of diesel retrofit projects over the last several years. Such projects bring significant public health benefits to the region, particularly in the areas where the projects are located and among populations that are most sensitive to the effects of air pollution – the elderly, children and those who live with lung and heart disease. In general, if funding awarded for CMAQ projects that fail to come to fruition is returned and reprogrammed, we would strongly encourage the Committee to prioritize all diesel retrofit projects for that funding. Such projects are within the upper echelons of cost-effectiveness and can be initiated and completed quickly when compared to the entire range of CMAQ funded projects.

Sincerely,

Ashley Collins
Environmental Health Associate
Respiratory Health Association of Metropolitan Chicago



ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

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PAT QUINN, GOVERNOR

DOUGLAS P. SCOTT, DIRECTOR

217 785-4140

August 26, 2009

Mr. Ross Patronskey
Chief of the CMAQ Program
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Chicago, IL 60606

Dear Mr. Patronskey:

The Illinois Environmental Protection Agency (Illinois EPA) appreciates this opportunity to comment on the proposed FY2010 Congestion Mitigation and Air Quality Improvement (CMAQ) program. The Illinois EPA commends the Chicago Metropolitan Agency for Planning (CMAP) staff and the CMAQ Project Selection Committee for its continued commitment to reducing fine particulate matter emissions through its proposed funding of several diesel emissions reductions programs affecting transit buses and locomotives.

The Illinois EPA, in partnership with the Norfolk Southern Railway Company submitted CMAQ funding applications in FY2009 and FY2010. This project, which involves replacing 40+ year old short haul locomotive engines with new Tier 2 compliant engines, has not been selected for funding. Now that the CMAQ Project Selection Committee is considering programming both FY2010 and FY2011, the Illinois EPA requests that a portion of the Illinois EPA/Norfolk Southern project be funded in FY2011 with the remainder programmed in FY2012. If this project cannot be programmed in FY2011, we request that it be included on the newly-developed "B list" for potential funding if monies become available through the withdrawal or close-out of other projects. As you are aware, locomotive repower projects are one of the most cost-effective CMAQ project types and can be initiated and completed in an expeditious time frame.

Thank you for your consideration of this request. Please contact Mike Rogers at 217 524-4408 if you have any questions.

Sincerely,

Laurel L. Kroack
Chief, Bureau of Air



David R. Brady
President

Carol A. Lumpkins
Clerk

Trustees:
Anthony W. Kensik
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December 28, 2009

To: MPO Policy Committee

From: David R. Brady
Village President, Bedford Park

Re: CMAQ Funds to Private Sector Diesel Emissions Reduction Projects

The Village of Bedford Park fully supports programming CMAQ funds to private sector diesel emissions reduction projects. The Indiana Harbor Belt Railroad located in Bedford Park is utilizing funds from the project to retrofit existing engines. We feel that this project will help the air quality in our Village and in surrounding communities. Northeastern Illinois has participated in such projects since the mid 1990's and we are very thankful that the funding has expanded to the private sector in shared project funding. We greatly appreciate CMAP's work on this project that can only benefit air quality in the Chicago area.

Respectfully,

David R. Brady
Village President