

**Application form:**

**Community Planning Program and**

**Local Technical Assistance Program**

**DEADLINE: Noon on Thursday, June 25, 2015**

This application form is online at [www.rtachicago.com/applications](http://www.rtachicago.com/applications). You may submit the form by email to [applications@rtachicago.com](mailto:applications@rtachicago.com).

Upon receipt of application, you will receive an e-mail verifying that your application has been received.

**1. Name of Applicant:   
Metropolitan Mayors Caucus**

**2. Main Contact for Application:**

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| --- |
| Name: Edith Makra |
| Title: Director of Environmental Initiatives |
| Phone number: 312-201-4506 |
| Email: emakra@mayorscaucus.org |

**3. Type of Applicant (please check any that apply):**

\_\_\_\_ Local government

\_\_\_x\_ Multijurisdictional group\* Please list the members of the group (including

government and nongovernmental organizations):

The Metropolitan Mayors Caucus represents 275 municipalities. We will primarily partner with municipalities through 9 member sub-regional councils of governments who comprise our Executive Board.

\_x\_\_\_ Nongovernmental organization\* Name of local government partner(s):

The Chicago Infrastructure Trust, South Shore Clean Cities Coalition and Chicago Area Clean Cities Coalition.

\*Applications submitted by multijurisdictional groups and nongovernmental organizations must include a letter indicating support from each relevant local government. See the FAQs for more information. Nongovernmental applicants are strongly encouraged to contact CMAP, RTA, or CCDPH prior to submitting their application to discuss their project and the demonstration of local support.

**4. Project Type (please check any that apply):**

Please check all statements below that describe characteristics of your project. (This will help us determine whether your project is best handled by CMAP, RTA, or CCDPH.)

\_\_x\_\_ My project involves preparation of a plan.

\_\_x\_\_ My project helps to implement a past plan.

\_\_x\_\_ My project links land use, transportation, and housing.

\_\_\_\_ My project has direct relevance to public transit and supports the use of the existing transit system.

\_\_\_\_ My project is a bicycle, pedestrian, or active transportation plan in suburban Cook County.

\_\_\_\_ My project is not directly related to transportation or land use, but implements GO TO 2040 in other ways.

**5. Local Match Requirement (please initial to indicate you are aware of the local match requirements):**

I am aware that a local match will be required for most projects, and understand that if my project is selected it is up to the project applicant to contribute a local match. (See the program guide for further details on local match requirements.)

\_\_x\_\_ Yes, I understand that applicants will be required to contribute a local match.

**6. Project Location:**

Please provide a brief description of the location of your project. You may include a map if that helps to describe location, but this is not required. If your project helps to implement a past plan, please include a link to that plan.

7 county metropolitan Chicago region

**7. Project Description:**

**Please tell us what you would like to do in your community, and what assistance is needed**. If you have more than one idea, please submit a separate application for each project. Please be specific, but also brief (less than two pages per project idea)—we simply want to have a basic understanding of what you want to do. Program staff will follow-up with you if we need any additional information to fully understand your proposed project.   
  
(Please include any additional information that is relevant, preferably by providing links to online documents.)

Regional Planning for Alternative Fueling Infrastructure

The Metropolitan Mayors Caucus, in partnership with the Chicago Infrastructure Trust, requests assistance to support planning for alternative fueling infrastructure, specifically compressed natural gas (CNG). A regional plan to strategically site CNG fueling infrastructure will lead to the best outcomes for the economy and environment.

The Mayors Caucus’ study to update the [Greenest Region Compact](http://mayorscaucus.org/initiatives/environment/regional-environmental-collaboration/) analyzed municipal sustainability achievements and goals, the results of which demonstrated strong interest in greening public fleets. Forty three percent of the 290 communities studied showed actions towards greener, cleaner fleets since 2007. Forty percent of all published municipal sustainability plans in the region specifically call for measures to reduce petroleum fuel consumption and associated emissions by switching to clean fuel vehicles. This desire to help municipalities further these shared goals drives this request.

However, fueling infrastructure, especially CNG stations, are quite new and scattered sparsely throughout the region. Without full fleet conversion which is unlikely, municipal fleets cannot support investment in CNG infrastructure. Municipalities can’t simply buy 1 or 2 CNG vehicles and fuel them easily. Hence, the progressive switch over to clean fuel fleets is inhibited, despite the availability of public rebates and incentives for vehicle purchase and the commonly expressed sustainability goal. Additionally, fleet operators can often expect a three-to-five year payback on their investment in CNG vehicles. Since fuel accounts for their second highest cost, converting to CNG represents a huge cost savings opportunity. When a fleet operator does not have to finance the fueling infrastructure, as will be the intent of our program, the savings opportunity is amplified. Businesses can reinvest those savings in other parts of their businesses and surrounding communities, driving further economic development.

In many instances, industrial fleets can support investment in CNG infrastructure, especially if they collaborate with other businesses. Municipalities can also support these collaborations with assistance in siting and permitting. This project will bring regional coordination towards this effort by helping to site CNG fueling infrastructure wisely.

Developers of fueling stations will invest in infrastructure when markets for fuel are identified. This strategy is being executed by the Chicago Infrastructure Trust for [development of 6 CNG stations](http://shapechicago.org/initiatives/compressed-natural-gas/) within the city of Chicago. The Trust worked with the City of Chicago to identify vacant parcels, solicit interest from businesses, and facilitate permitting with regulatory agencies. They are now evaluating bids from developers to design, build, finance, operate, and maintain these strategically located CNG stations in Chicago.

The Mayors Caucus and the Trust wishes to expand this opportunity to the region, but planning assistance is needed from CMAP to guide in locating proposed CNG stations. Approaching this regionally will require:

* Analysis of data about truck freight movement that could convert to clean fuels;
* Knowledge of important truck routes that could convert to clean fuels;
* Guidance in proposing locations for CNG fueling stations consistent with local and regional economic development strategies;
* Knowledge of local zoning and development codes;
* Integration of data about natural gas infrastructure;
* Integration with freight efficiency and sustainability recommendations from GoTo 2040;
* And integration with the [Regional Freight System Planning Recommendation Study](http://www.cmap.illinois.gov/documents/10180/19427/Freight-Sys-Planning-Complete_6-30-2010_final.pdf/8399758d-d64f-4dc3-b106-caf2236c77d7).

CMAP has the opportunity to offer high quality data and transportation planning expertise to produce a strategic regional CNG infrastructure plan. Reducing emissions through a more efficient freight network is an objective in GoTo 2040’s “Regional Mobility” section.

The Regional Freight System Planning Recommendation Study also supports these objectives; it recommends reducing freight-related emissions through greater fuel efficiency and new technologies, such as alternative fuels.

Additionally, CMAP has invested in the [Chicago 2010 Regional Greenhouse Gas Inventory](http://www.cmap.illinois.gov/documents/10180/27573/Chicago_2010_Regional_Greenhouse_Gas_Emissions_Inventory_05-22-12.pdf/adf2a647-246e-48e0-aead-2766fa3281e8) which identifies significant emissions contributions from truck traffic. Most significantly, CMAP actively works to achieve Clean Air Act compliance through the Congestion Mitigation and Air Quality program. This program has invested in the Chicago Area Clean Cities, *Drive Clean Chicago* vehicle rebate program. It has also invested in pioneering municipal and private sector collaboration in fueling infrastructure in the Chicago Southland.

With CMAP LTA assistance, it is hoped that the guidelines for siting CNG facilities and a regional map of opportunities for strategic investment in CNG infrastructure can be created. The Mayors Caucus will then collaborate with councils of governments to identify municipalities both interested in hosting CNG facilities and in utilizing the stations for future municipal fleet fueling. Chicago Infrastructure Trust and the Clean Cities Coalitions will collaborate to identify and guide clean fuel industries to invest in CNG station development and operation.

The outcomes will be a plan that enables:

* Strategic investment in green technologies benefitting the economy and environment;
* Reduced emissions from petroleum fuels and improved air quality;
* Advancement of regional and local sustainability goals;
* Demonstration of coordinated private investment in regional infrastructure.