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LMOP Transportation Control Strategies

On December 17, 1992, representatives from the MPOs, DOTs, and air agencies in Illinois, Indiana, and Wisconsin met to discuss possible transportation control measures (TCMs) for the Lake Michigan Ozone Control Program (LMOP). Two ground rules were established for the development of these strategies:

1. given the synergies between individual TCMs, it is more appropriate to evaluate a package of TCMs (i.e., a strategy),
2. given resource and schedule limitations, it is expected that only about five transportation control strategies can be modeled during the LMOP.

It must be understood that identification of these strategies does not imply a commitment by any State to adopt these strategies. The modeling of a specific set of control measures, however, is only to assess the air quality benefits of these measures and does not necessarily commit the States to adopt these measures. As such, the modeling should be perceived, at this time, as a technical exercise.

Five distinct control strategies have been identified:

Strategy 1: Existing TCMs, and the "build" TIP scenario (based on transportation control measures, highway/transit projects, and land use plans in most current State TIP)

Strategy 2: Strategy 1 + Mandatory TCMs (i.e., ECO/ETR) + modest expansion of existing TCMs (e.g., transit improvements, rideshare promotion, van lease program, HOV preferential parking, bike/pedestrian promotion, telecommute promotion, freeway traffic management, park/ride lot expansion, HOV lanes - see the attached table for further information)

Each State will select their own set of additional TCMs for this strategy.

Strategy 3: Strategy 2 + major expansion of TCMs (e.g., transit expansion, new HOV lanes, park/ride lot expansion, corridor projects - see the attached table for further information)

Each State will select their own set of additional TCMs for this strategy.

Strategy 4: Strategy 3 + pricing/parking strategies

Each State will select their own set of additional TCMs for this strategy.

Strategy 5: Strategy 4 + land use and urban design plans

There was considerable discussion about the ability to affect land use plans. It was noted that some change in land use will occur in Strategies 1 - 4 through the current TIPs. If five strategies need to be defined, it was suggested that rather than considering further land use plans, Strategy 4 could be divided into two levels of pricing/parking strategies (one being more severe than the other).

The proposed schedule for addressing each strategy is as follows:

Strategy	Written Description	Numerical Inputs
1	1/15	3/1
2	3/1	4/15
3	4/15	6/1
4	6/1	7/15
5	7/15	9/1

The written description for each strategy will be prepared in a two-step process: (1) identify the specific measures, and (2) determine how to analyze/model each measure and what assumptions will be made. The individual State air agencies should prepare (in conjunction with their DOTs and MPOs) a brief memo with this written description. The memo should be sent to LADCO and the other States.

The numerical inputs (or GEMAP input files) need to be prepared initially for the years 1996 and 2007. These input files will later be needed for any interim years that will be modeled (e.g., 1999). The individual State air agencies should prepare (in conjunction with their DOTs and MPOs) these files. The files should be sent to LADCO.

DRAFT LMOP TRANSPORTATION CONTROL MEASURES LIST

Expanded LMOP Subcommittee Format - 9/1/92

State of _____ State Respondent _____

TCM	MAJOR CATEGORY	SUBCATEGORY	STATE STATUS	RECOMMENDED LEVEL OF EVALUATION :		
				ONLY INITIAL STATE REVIEW?	LMOP SubComm COORDINATED?	LMOP SHOULD REGIONALLY EVALUATE?
#1	TRIP REDUC ORDINANCE	Employer Trip Reduction (MANDATED) (Employer Based Strategies I) (Employer Based Strategies II) (Public Based Strategies I) (Public Based Strategies II) Expanded ETR Programs (Site Based-Not Same Employer) (Employer with 50+ Employees) (Student Based) No Drive Days	IL, IN, WI IL, IN, WI IL, IN, WI		X X X	X X X
#2A	TRANSIT MODERATE (Upto 10% Cost Increase per System CTA, METRA, PACE, MCTS etc.)	Fare Reduction Strategies Marketing Efforts Operational Improvements Bus Service Expansion Rail Service Expansion	IL, WI IL, WI IL, WI IL, IN, MI, WI IL		X X X X X	X X X X X
#2B	TRANSIT MAJOR (+10-100% Service Increase)	Major Corridor Rail/Busway Exp. 33/66/100% of SEWRPC RTP Major Elements in Chicago Regl Plan	IL, WI WI IL		X X X	X X X
#3	RIDESHARING	Car/Vanpool Promotion w/Staff Van Lease Fleet Tax and Financial Incentives HOV Priority Parking	IL, IN, MI, WI IL, WI IL, WI	X X	X X	X X

#4	BICYCLE	Promotion Strategies w/Staff New Bike Paths Bike Parking & Facility Amenities Intermodal Amenities Corridor Infrastruc Improvements	IL, WI IL, WI IL, WI IL, WI IL, WI				X X X X X	X X X X X
#5	PEDESTRIAN	Promotion Strategies Facility Improvements	IL, WI IL, WI				X X	X X
#6	IDLING CONTROLS	Limit on Drive-Up Facilities(New) Limit on Drive-Up Facilities(All) Limit on Vehicle Idling Time Voluntary Limit on Idling Time Cold-Start Limits	IL, WI IL, WI IL, WI IL, WI	X X X X				
#7	VEHICLE BUY-OUTS	One Time Buy-out of X Amount/Veh Ongoing Program -I/M Link	IL, WI WI				X X	X X
#8	ALT WORK SCHEDULES	Promotion Only	IL, WI	X				
#9	TELECOMMUTING	Promotion Strategies Equipment Financial Incentives Satellite Centers	IL, WI IL	X X				
#10A	HIWAYS/ARTER MODERATE	Traffic Signalization Ramp Metering Incident Management Surveillance and Control Traffic Enforcement, e.g. Speed On-Street Parking Controls New Capacity in Existing ROW Automated Toll Collection	IL, MI, WI IL, WI IL, WI IL, WI				X X X X	X X X X

#10B	HIWAYS/ARTER MAJOR	Expressway Bus/Van/Carpool Lanes Arterial HOV Lanes Rail/Bus/Rideshare Park-Ride Lots IVHS System Limits on New Highway Construction	IL, IN, WI IL, IN, MI, WI IL, IN, MI, WI	X X X	X	X X X
#11	PARKING AVAIL/PRICE	New Develop Parking Restrictions HOV Parking Fee Reduction Universal Parking Fees/Taxes Long Vs. Short Term Parking Fees Zoning/Parking Supply Controls	IL, WI IL, WI IL, WI IL, WI IL, WI	X X X X X	X X X X X	X X X X X
#12	PRICING	Direct Transp Costs on Auto TCM-Transit Costs on Auto Smog Fee-VMT+Emission Rate ALL Transp. Related Costs on Auto MAJOR Demand Reducing Gas/Reg Fees Gas Tax Hike with Rebate Congestion Pricing Gas Rationing	IL, WI IL, WI IL, WI IL, WI IL, WI IL, WI	X X X X X X	X X X X X X	X X X X X X
#13	LAND USE/URB DESIGN	Modify Local Land Use/Design Stands Stricter State Land Use Regs New Devl Standards-Bike/Ped/Transit Infill Policy-Bike/Ped/Transit Jobs-Housing Balance Implement Regional Plans Dense Housing Near Comm Stations Regional Centers	IL, WI WI IL, WI IL, WI IL, WI IL, WI IL IL	X X X X X X X X	X X X X X X X X	X X X X X X X X