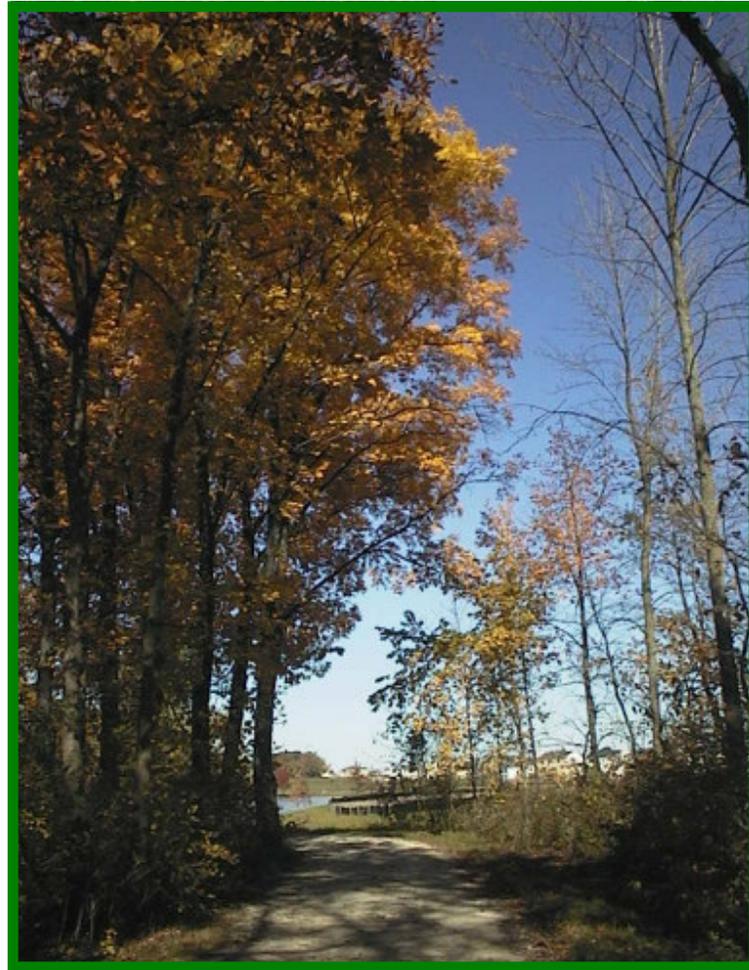


DuPage County

A great place to live, work and raise a family

ENVIRONMENTAL PROGRESS REPORT

1993-2005



Robert J. Schillerstrom
Chairman



Dear Friend,

In 1993, the DuPage County Environmental Commission was asked to develop a comprehensive and visionary Environmental Policy for DuPage County and its families. Thanks to their hard work, dedication and commitment to our natural resources, they presented the DuPage County Board with a comprehensive policy, which was adopted on May 25, 1993.

The policy provided by the Commission at that time laid out a series of principles and examples of action the County could undertake to maintain and enhance our environment. The following document lists many of those accomplishments achieved over the past 13 years.

This report provides a summary of the 1993 recommendations followed by specific County programs and actions encompassing the areas of Solid Waste, Water Quality, Transportation, Land Use, Air Quality and Energy.

I hope you will find this report informative and recognize the hard work and leadership the County and the Environmental Commission have undertaken on matters pertaining to protecting our environment. Ensuring we maintain a healthy community will be the greatest gift we can give to future generations.

Sincerely,

Robert J. Schillerstrom
Chairman
DuPage County Board



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1993 ENVIRONMENTAL POLICY RECOMMENDATIONS

SOLID WASTE

- INVOLVE BOTH PUBLIC AND PRIVATE DECISION MAKERS IN RECYCLING AND COMPOSTING PROGRAMS.
- MAXIMIZE SOURCE REDUCTION THROUGH PUBLIC AND PRIVATE EDUCATIONAL PROGRAMS AIMED AT IMPROVING PURCHASING DECISIONS.
- ESTABLISH AND ENSURE LOCALIZED RECYCLING AND COMPOSTING FACILITIES.
- ENSURE ADEQUATE PROCESSING CAPACITY FOR ALL RECYCLABLES WASTE, INCLUDING CONSTRUCTION AND DEMOLITION DEBRIS.
- ESTABLISH AGGRESSIVE PROGRAMS TO RID THE SOLID WASTE STREAM OF TOXICS.
- RELOCATE REMAINING MATERIAL WITHIN THE COUNTY.

Evaluate and implement all feasible recycling/source reduction alternatives, including a procurement program that helps select recyclable products. All public and private agencies should use fewer disposables in their own facilities and generate less toxic waste. The use of solid waste as an energy source can only be considered when it is demonstrated that discharges to the air, water and land do not compromise this policy.

WATER QUALITY

- PREVENT THE DISCHARGE OF POLLUTANTS INTO STREAMS AND WATER BODIES.
- RECLAIM AND REUSE NUTRIENT-RICH WASTEWATER FOR IRRIGATION OF RECREATIONAL AND OPEN LAND.
- SET ASIDE HISTORIC FLOODPLAINS TO ACCOMMODATE THE RUNOFF FROM STORM EVENTS

- REDESIGN COUNTY LANDSCAPES AND ARCHITECTURE TO RETAIN AND DETAIN PRECIPITATION AND TO RELEASE ONLY CLEAN WATER.
- REDUCE STORMWATER RUNOFF BY USING A DIVERSITY OF NATIVE VEGETATION IN LANDSCAPES TO PURIFY WATER AND RELEASE IT CLEAN.

Developers, highway departments, businesses, and individual homeowners are rediscovering the benefits of natural floodplains and landscapes planted with a diversity of native deep-rooted vegetation. The county's watershed management approach to address water quality should be expanded. Water leaving a property dirty, or in excessive amounts, is inconsiderate of the downstream neighbor and divests that owner of otherwise usable water. Landscape and architectural approaches unresponsive to this ethic are destructive and unsustainable.

TRANSPORTATION

- REDUCE RELIANCE ON THE AUTOMOBILE AND COORDINATE HIGHWAY PLANNING WITH MASS TRANSPORTATION OPTIONS.
- REDUCE VEHICLE MILES TRAVELED WITHIN THE COUNTY.
- MAKE VEHICLE USERS ACCOUNTABLE OF THE ENVIRONMENTAL DEGRADATION CAUSED BY VEHICULAR EMISSIONS.
- OFFER INCENTIVES FOR CAR AND VAN POOLING, BICYCLING, WALKING, AND OTHER TRANSPORTATION ALTERNATIVES.
- SET ASIDE CORRIDORS FOR GREENWAYS, WALKING TRAILS, AND BICYCLE PATHS.
- ENSURE THAT ALL NEW HIGHWAY CONSTRUCTION BE DESIGNED TO INCORPORATE PROVISIONS TO ELIMINATE THE DISCHARGE OF POLLUTANTS INTO OUR WATERWAYS.
- DEVELOP TELECOMMUTING ALTERNATIVES TO VEHICULAR TRAVEL.

Intelligent and hard analysis in this area is critical. Increasingly congested highways require imaginative solutions rather than more or wider roads. Greater consumption of oil means increased carbon emissions, acidic precipitation, smog, and oil spills. Costs associated with emissions are now borne by DuPage County residents in the form of higher property upkeep, health costs, and property taxes. Rational policy in solid waste, land use, water, air, and energy are held hostage to ill-conceived subsidies and to poor choices in transportation decisions.

LAND USE

- ALLOCATE LAND AREAS TO ACCOMMODATE FLOODWATER, TO PROVIDE TREATMENT OF STORMWATER RUNOFF, TO RECLAIM AND RECYCLE WASTEWATER, AND TO ACCOMMODATE SOLID WASTE.
- REDUCE LAND USE FOR TRANSPORTATION PURPOSES.
- INTEGRATE GREENWAYS, FLOODPLAINS, WETLANDS, REMAINING NATURAL AREAS, AND OPEN LAND IN BALANCE WITH DEVELOPMENT AND REDEVELOPMENT.
- DESIGN LANDSCAPES THAT INCORPORATE NATIVE VEGETATION WHICH HOLDS PRECIPITATION, REDUCES MOWING AND MAINTENANCE COSTS, AND REQUIRES NO FERTILIZERS OR CHEMICAL APPLICATIONS IN CURRENT AND NEW DEVELOPMENT AND REDEVELOPMENT.
- CLUSTER DEVELOPMENT AND REDEVELOPMENT TO SAVE SPACE FOR OTHER LAND USE NEEDS.
- OFFER ECONOMIC INCENTIVES TO REDEVELOP DERELICT OR DELINQUENT PROPERTY RATHER THAN DESPOILING REMNANT LANDS WHICH PRESERVE ORIGINAL FEATURES SUCH AS ORIGINAL SOILS, VEGETATION, OR OTHERWISE UNIQUE RESOURCES.
- RECOGNIZE THE POSITIVE VALUE OF OPEN SPACE. INTEGRATE OPEN SPACE INTO PUBLIC AND PRIVATE LAND USE PLANS THROUGH WISE ACQUISITION, PRESERVATION AND COOPERATIVE JOINT USES SUCH AS CONSERVATION EASEMENTS.

Land within the county is finite. Present land use revolves around the concept that all development is progress. Failure to provide for a diversity of land use needs creates unsustainable and unimaginative land use patterns, which result in sameness, urban sprawl, and environmental degradation. Ethical and self-sustaining land use planning must replace current trends in order to ensure a productive and balanced economy, environment, and society.

AIR QUALITY

- INTRODUCE AND EXPAND ALTERNATIVE MODES OF TRANSPORTATION TO REDUCE LEVELS OF VEHICLE EMISSION.
- SPECIFY STRICT CONTROLS ON VEHICULAR EQUIPMENT EMISSIONS.
- CONTROL LEVELS OF HAZARDOUS OR TOXIC AIR EMISSIONS IN BUILDINGS.
- ELIMINATE TRAFFIC SLOWDOWNS AND ENGINE IDLING AT TOLL BOOTHS AND OTHER PREVENTABLE STOPPAGES.
- ENCOURAGE COGENERATION OF ELECTRIC AND HEAT ENERGY TO OPTIMIZE FUEL EFFICIENCY.

All decision makers should strive to protect and improve air quality by considering all reasonable alternatives that reduce or eliminate emissions. Our contribution to global climate change, stratospheric ozone depletion, urban air quality, acid rain, and indoor air quality should be reviewed to address planning, implementation, training, and legislation.

ENERGY

- PROVIDE INCENTIVES FOR ENERGY CONSERVATION AND EFFICIENCY IN PUBLIC AND PRIVATE BUILDINGS.
- ESTABLISH AND MAINTAIN PROGRAMS FOR MONITORING AND ANALYZING ENERGY CONSUMPTION.
- DEVELOP AND EXPAND ALTERNATE MODES OF TRANSPORTATION TO REDUCE RELIANCE ON THE AUTOMOBILE AND NON-RENEWABLE ENERGY SOURCES.
- AMEND ORDINANCES AND ZONING LAWS TO ENCOURAGE USE OF SUSTAINABLE, CLEAN, AND SAFE ENERGY SOURCES.
- DEVELOP AN INTEGRATED ENERGY/TRANSPORTATION PLAN, BOTH FOR INTRA-COUNTY ACTIVITIES AND MULTI-JURISDICTIONAL PROJECTS.

A variety of external factors limit the county's ability to select and use wise energy sources. The county should take reasonable steps to change or remove these limitations. The county should also explore and encourage the use of market or tax incentives for converting to wise energy sources.



ACCOMPLISHMENTS

WASTE COLLECTION EVENTS

Background

Illinois law mandates that all counties assist in the management of solid waste by developing solid waste management plans and subsequent 5-year updates. DuPage County drafted its first plan in 1991. One recommendation set forth in the County's plan is to host hard-to-handle waste collection events. Since 1996, the County has contracted with hazardous waste contractors to hold one-day collection events for household hazardous waste (chemicals, automotive fluids, batteries etc.) throughout the County. The events have been very successful with several recent collections having an attendance of more than 2,000 residents. The program has properly disposed and/or recycled more than 530,000 gallons of household hazardous waste.

In 2001, the County joined the Illinois Environmental Protection Agency's Partners for Paint Program to manage latex paint generated in the County. The program involves the collection and reuse of latex paint. Paint that is deemed reusable is consolidated into 5-gallon containers and distributed, free of charge, to anyone requesting the paint. Paint that is not recyclable is hauled away for proper disposal. This program has been very well received with participation exceeding 6,200 residents since the start of the program in 2001.

The County has contributed funds to the Regional Household Hazardous Waste Facility ("Regional HHW Facility") located in Naperville. The facility is operated by the City of Naperville and funded by the Illinois EPA, City of Naperville, DuPage County, Kane County and Will County. DuPage County contributed both capital funds as well as operational funds since the start of the program. The County now contributes only to the operational cost of the program. The Facility is open to residents throughout the State and is free of charge.

DuPage County has also held waste tire collections and electronics collections for these hard to dispose of items. Participation in tire collections has waned in recent years while electronics' participation has remained high. The reduction in participation in tire collections can be attributed to retailers accepting used or waste tires for disposal.

Current Status

The County's One-Day Household Hazardous Waste Collection Program is expected to continue in 2006 with slight cutbacks. Staff has been working with the Illinois EPA to arrange State funded events with a co-sponsorship contribution. DuPage County will contribute \$100,000 to the Regional Household Hazardous Waste Facility in 2006. The Latex Paint Recycling Program is planned to reopen in Summer 2006.

Outlook

It is expected that the Latex Paint Recycling Program will continue as long as costs remain fairly low. The County will continue to apply to the Illinois EPA for household hazardous waste collection events. The City of Naperville's agreement with the Illinois EPA to operate

the Regional HHW Facility expires July 14, 2007. Staff would like to expand the one-day collection events to include electronics and would like to pursue partnerships to achieve this goal.

ENVIRONMENTAL EDUCATION PROGRAM

Background

In an effort to increase environmental awareness, DuPage County has established a two-part environmental education program. One component of the County's education program is to train teachers on environmental issues ("Teacher Training") so that they can in turn teach their students. The other component is to educate the community through an outreach program ("Community Outreach"). Since 1990, DuPage County has contracted with the not-for-profit group School and Community Assistance for Recycling and Composting Education ("SCARCE") to implement this program.

The teacher-training portion of the program involves training teachers at conferences, at teacher in-service days and programs at the education center discussed below. The community outreach portion involves SCARCE attending community group meetings, special events and/or hosting education seminars at their education center in Glen Ellyn, Illinois. Some of the topics presented under both programs include: groundwater flow and contamination; recycling; reducing waste generation; reusing items; reducing energy consumption; soil conservation; green chemistry; sustainability; pollution prevention and stormwater management.

From 1993 to 2002, SCARCE operated an education center at the County's Intermediate Processing Facility (recycling center). After moving to Glen Ellyn, SCARCE set up an education center at their office location. Educational materials such as books, posters, brochures, CDs, activity booklets, displays, samples of recycled products and videos are available at the center. These items can be borrowed from the center for many purposes including: use in the classroom, lectures, conferences, or for displays. The center also serves as a training facility for smaller groups (private and public) and for individuals seeking information on multiple environmental topics.

Current Status

The Teacher Training program presented 107 workshops or in-service days to more than 1,500 teachers between July 1, 2004 and June 30, 2005. This program has been renewed through June 30, 2006. Under the Community Outreach program, 182 programs were presented to nearly 6,000 attendees between July 1, 2004 and June 30, 2005.

Outlook

The programs have been extended to June 30, 2006. The program is expected to generate similar results in this time frame.

SOLID WASTE COMMITTEE

Background

In 1987 DuPage County created the Solid Waste Planning Committee. In 1989, the Committee was reorganized to include five municipal members in addition to five County Board members. The Committee was tasked with implementing a comprehensive plan for solid waste management and disposal.

Current Status

After 15 years of service, the Committee was dissolved in 2002. The landfills located in DuPage County had closed. The County sold the recycling facility to a private entity to operate. Considering these developments it was determined that the Committee had completed its mission.

Outlook

Solid waste related issues are now overseen by DuPage County's Environmental Committee. It is anticipated that other solid waste activities such as collection events, recycling assistance and education programs will continue with their oversight.

INTERMEDIATE PROCESSING FACILITY AND COMPOST FACILITY

Background

In 1991, in an effort to jump start local recycling, DuPage County opened a recycling center in the Village of Carol Stream. The property was leased to a private company to operate the center. The County purchased curbside recycling bins and worked with municipalities to develop the program. The recycling center accepted mixed paper, metals, glass, cardboard, chipboard and plastics.

Current Status

The facility was sold to a private entity in 2002. The facility still operates as a recycling center. Under the County's ownership, more than 410,000 tons of waste was recycled.

Outlook

DuPage County no longer plays a role in owning/operating a recycling facility. Recycling rates have remained steady or have shown modest increases since its sale to a private recycling

entity. The County will continue to monitor participation in recycling and provide support and education as necessary.

RECYCLING PROGRAMS

Background

In-House Recycling — In 1993, DuPage County received a grant from the Illinois Department of Energy and Natural Resources. The grant was used to expand the recycling program by including collection of cardboard, glass and 6-pack rings to the existing recycling program.

1997 DuPage County assisted in the development of the Illinois Construction and Demolition Site Recycling Guidebook and Directory — The Directory encouraged the recycling of construction and demolition debris (“C&D”) by listing firms that collect and/or process recyclable C&D debris in the Chicagoland area. The Guidebook gave suggestions and tips on establishing and maintaining waste reduction and recycling programs. The Guidebook was developed by and/or sponsored by the following entities: Illinois DCEO, United States E.P.A., and DuPage County.

Construction and Demolition Debris Recycling II — This Construction and Demolition Waste Survey and Education Program was developed by DuPage County in order to identify waste reduction methods to achieve the 50% C&D waste reduction goal. The County contracted with Patrick Engineering to complete the program, which included 10 businesses from various entities including builders, renovation firms and demolition contractors. An initial on-site survey was conducted.

Waste reduction ideas were generated and analyzed for each participant based upon the findings of the surveys. A cost/benefit analysis was provided for each project to demonstrate potential economic impacts of the various waste reduction alternatives and illustrate how the impacts change as the disposal costs rise. The reports also noted local recycling service providers for each of the various C&D materials generated. While the program successfully identified waste reduction strategies for businesses, it also recognized several barriers that needed to be overcome to meet the recycling goals.

We Reduce – In 1999 DuPage County developed the Waste Reduction and Recycling Education for Commercial Establishments Pilot Program. The program assisted local businesses and multi-family residences via a private contractor in 1999 and early 2000, with development of on-site waste reduction and recycling programs. The program was voluntary and provided waste audits, custom reports on waste reduction recommendations and assistance in establishing recycling programs. This successful program produced two waste reduction manuals as part of this program, one for businesses and one for multi-family dwellings.

A total of 76 businesses and multi-family dwellings participated in the voluntary *We Reduce* pilot program. Services to participants ranged from telephone advice to assistance in setting up or expanding waste reduction and recycling programs.

Forty-six commercial establishments fully participated in the *We Reduce* program. Each of these participants received waste audit walkthroughs and corresponding comprehensive waste audit reports. A private contractor conducted site inspections to observe current work and waste handling areas, materials in the waste stream, and materials currently being recycled or reused. Each participant then received a report that summarized the observations and reviewed waste hauling information and current operations. With this information, the contractor was able to provide a list of recommendations in the reports identifying several specific areas on which each participant should concentrate their waste reduction efforts. An additional 30 participants requested only telephone assistance with their planned or existing waste reduction and recycling programs.

Current Status

The County has continued an in-house recycling program in addition to purchasing recycled content products when feasible. The information on the *We Reduce* Program and Construction and Demolition Debris recycling programs is still pertinent and is available from the County's Department of Economic Development and Planning.

Outlook

The County will likely revisit all of these projects in the future when funding becomes available. The information is still valid and useful and is available from the Department of Economic Development and Planning.

STORMWATER MANAGEMENT PLAN – APPENDIX J: WATER QUALITY ENHANCEMENTS

Background

In response to two significant flood events along Salt Creek and the Des Plaines River in 1986 and 1987, legislation was drafted to authorize a planning body for stormwater management in the six collar counties surrounding Chicago. As a result, the DuPage County Stormwater Management Plan was approved in 1989. As the quantity control goals of the plan were being achieved, it became apparent that a vital interrelationship between controlling water quantity and improving water quality exists that would be difficult to separate. Thus, the County Board adopted Appendix J in 2001 to address the water quality impacts of stormwater management practices in DuPage County with respect to nonpoint source pollution control. It describes a three-tiered approach based on the belief that many nonpoint source pollution problems are best addressed through cooperation among state, county, municipal, and private

citizen stakeholders. Appendix J strongly encourages the use of appropriate Best Management Practices (BMPs) to prevent the discharge of pollutants into streams.

The National Pollution Discharge Elimination System (NPDES) Phase II program established in 1999 by the EPA requires all municipalities and counties with regulated Municipal Separate Storm Sewer Systems (MS4s) to establish a stormwater management program that meets the requirements of six minimum control measures. A five-year permit was issued to the County and its 30 municipal and township co-permittees in March 2003.

Current Status

The Water Quality Stakeholders Workgroup was created in 2000 to advise and recommend how DuPage County will address state and federal water quality regulations. Its membership includes county staff (stormwater, sanitary, wetland, & transportation), consulting & municipal engineers, townships, developers, nonprofit groups, and interested individuals. The Workgroup is currently reviewing a draft BMP Manual that will be incorporated into the Technical Guidance for the DuPage Countywide Stormwater and Floodplain Ordinance (Appendix E) and referenced in the DuPage Countywide Stormwater and Floodplain Ordinance (Ordinance). It is expected that adoption of the manual will occur in early 2006. The Workgroup is also reviewing proposed changes to the Sediment & Erosion Control portion of the Ordinance. It is expected that adoption of this ordinance change will occur in late 2005. As part of its compliance with its NPDES Phase II permit, the County has begun using GPS to locate all outfall structures along Salt Creek, West Branch, and East Branch DuPage Rivers (and their tributaries). This project is expected to continue into 2006.

Outlook

Appendix J will continue to serve as the guiding vision for water quality improvements (see Streambank Stabilization Program and SERZ below for two examples). The Water Quality Stakeholders Workgroup will continue its work providing counsel and direction on water quality mandates. The County and its co-permittees will continue working on the requirements of its 5-year NPDES Phase II permit.

STREAMBANK STABILIZATION PROGRAM/STREAM MAINTENANCE PROGRAM

Background

Since 1995, the Streambank Stabilization Program has offered design assistance to any individual or group for streambank stabilization projects in which bioengineering solutions were used. While this program was initially developed as a water *quantity* control measure (an offshoot of the Stream Maintenance Program), in 2000 it was renamed the Water Quality Improvement Program (“WQIP”) by the Stormwater Management Committee, thus inviting greater diversity in water quality-based projects.

Current Status

Eight projects were funded through the WQIP in 2005, totaling approximately \$300,000.00. The program funds up to twenty percent of approved costs for qualifying projects.

To date, the County has conducted initial stream maintenance on all of the 360 miles of the three rivers and their tributaries within DuPage County under the Stream Maintenance Program. Over the last few years, the planting of native vegetation in areas void of vegetation has been integrated into the Program.

Outlook

It is anticipated that the WQIP will continue to offer funding assistance to qualified projects at the similar funding levels in 2006.

Maintenance crews continue to perform the following: removal of garbage and debris blockages, thin or remove invasive plant species to allow for the native plant life to flourish, to increase the recreational value of the rivers, and to improve the habitat of local fauna.

FLOOD CONTROL PROJECTS/VOLUNTARY BUYOUT

Background

A total of 11,404 acre-feet of storage have been created by the completion of 12 flood control projects. The Wood Dale/Itasca Reservoir flood control project included the construction of three gravity-drained reservoirs and one large pump evacuated reservoir that provides a total of 1,775 acre-feet of storage for the lower Salt Creek watershed.

Since the conception of the Stormwater Management Committee in 1988, the County has participated in the voluntary purchase of over 20 vacant lots and over 140 structures in the floodplain, and has returned the land to open space floodplain status. In 2001, the County and FEMA (Federal Emergency Management Agency) completed acquisition of an additional 49 flood-prone houses in the Valley View subdivision along the East Branch of the DuPage River.

Current Status

Additional watershed plans and ensuing flood control projects are currently under various stages of planning, design, and construction based on the current tax levee, cash on hand, projected revenues/expenditures, and refinancing of the 1991 Stormwater Bond.

Through its watershed planning process the County has identified over 100 additional houses that meet the criteria for voluntary buyout that are not protected by recommended flood control projects.

Outlook

As watershed plans and flood control projects are completed, the Stormwater Management Division efforts will focus on operations and maintenance of constructed facilities. Floodplain mapping of over 50 waterways throughout the County will continue to be another major focus of the Division. The Voluntary Buyout Program will continue as funding remains available.

WATER QUALITY EDUCATION PROGRAM

Background

Various consultants have been providing professional environmental education services through teacher training, newsletters, brochures, hosted events, and community outreach. These consultants assist the County in complying with at least two of the six permitting requirements under NPDES Phase II: 1) Public Education and Outreach; and 2) Public Participation/Involvement. Two consultants currently carry out this education program: The Conservation Foundation and S.C.A.R.C.E. (School and Community Assistance for Recycling and Composting Education).

Current Status

The Conservation Foundation's programs that are partially funded through this program include the following: Mighty Acorns, Envirothon, River Sweep, Storm Drain Stenciling, Best Management Practices Workshops, Watershed newsletters and DuPage River Citizens Assessing Regional Ecosystems Monitoring Program. These programs include field trips, training on plant species, removing litter and invasive plant species from waterways, natural resource management competition and river sweep.

S.C.A.R.C.E purchased 60 watershed models with funding from the County's Stormwater Committee. Training sessions were conducted in classrooms for teachers and students. 53 of the models were given to middle schools. The remaining models can be borrowed or viewed at the S.C.A.R.C.E. education center.

Outlook

It is anticipated that contracts with S.C.A.R.C.E. and The Conservation Foundation will be renewed at similar funding levels to ensure their assistance in the County's mandate to comply with its NPDES Phase II permit.

SANITARY SEWER IMPROVEMENT PROJECTS SECTION

Background

Large portions of the unincorporated DuPage County residential properties are still serviced by private septic system maintained by the homeowners. Many of these septic fields have fallen into disrepair or have become non-functioning. The results of these failing septic fields include creating a public health hazard, illegal discharge, and polluting of streams and riverways.

Current Status

The Public Works Department, in conjunction with the DuPage County Health Department, continues to identify residential areas with failing septic systems. Once these areas are identified, the County works in conjunction with the homeowners to create a special service area throughout the region to provide sanitary sewers. The County will design and construct these sanitary sewer improvements and work with the homeowners to determine viable financing options. As of July of 2005, the County of DuPage has constructed approximately 20 special service areas that have benefited more than 3000 residents in DuPage County. In addition, once these systems are built, the County continually inspects the sanitary systems to ensure EPA compliance and overall integrity of the system.

Outlook

The Department is currently working on a study area of unincorporated residential homes in the Region 6 West facility planning area in West Chicago. This proposed project, once approved by the homeowners and the agencies associated with the existing utilities will provide relief for approximately 500 properties. The project will be constructed in three phases with the first phase anticipated to begin in the summer of 2006. The Department typically completes several of these special service areas per year, depending upon resident interest.

WATER MAIN IMPROVEMENT PROJECTS SECTION

Background

Large portions of the unincorporated DuPage County residential properties are still serviced by private wells maintained by the homeowners. Over time these wells may become non-functioning and/or polluted from either surface sources or groundwater contamination. The result of these non-conforming private wells is to create a public health hazard for both the owners of the well as well as to the surrounding property owners. These wells, if not covered properly can also create a safety hazard as well as a direct conduit for contamination into the groundwater that services a particular region.

Current Status

The Public Works Department, in conjunction with the DuPage County Health Department, continues to identify residential areas with contaminated or at-risk private wells. Once these areas are identified, the County works in conjunction with the homeowners to create a special service area throughout the region to provide public water service. The County will design and construct these improvements and work with the homeowners to determine viable financing options. As of July of 2005, the County of DuPage has constructed approximately 10 special service areas that have benefited more than 4000 residents in DuPage County. In addition, the County has worked closely with various municipalities on large-scale groundwater contamination areas to facilitate the overall project and to ensure EPA compliance.

Outlook

This Department is currently working on several smaller scale studies to provide residents of unincorporated DuPage County with a safe potable water system. These proposed projects would require the participation and cooperation of the nearby municipalities and the County in order to provide relief for the properties. The Department typically completes these special service areas per year on an as requested basis either by a group of residents, a municipality, or an environmental regulating agency.

RESIDENTIAL DRAINAGE ASSISTANCE PROGRAM SECTION

Background

Many unincorporated properties throughout the County experience some degree of drainage problems associated with localized drainage issues. These drainage issues often create a health issue as they can flood septic fields in areas of unincorporated DuPage County. In order to address these issues, the County has initiated the Residential Drainage Assistance Program to aid homeowners with design solutions and/or construction services if the problem requires.

Current Status

The Department of Public Works has completed over 300 residential drainage projects over the years. Each project was completed based on drainage complaints filed with the County in previous years. The result of these projects has been the reduction of localized flooding to structures and septic fields. Using best management practices and native landscaping where applicable these projects have reduced the occurrence of localized flooding concerns.

Outlook

The drainage program addresses localized drainage problems on private property to reduce the occurrence of flood related damages to structures, septic system failures and nuisance ponding. During the past 10 years approximately \$40 million of infrastructure has been

installed to address these situations. The individual projects range from lateral storm lines to stream bank stabilization to the creation of detention / retention facilities. These projects help to protect septic fields from leaching off-site and into the drainage systems, which flow to the rivers. Every effort is made to incorporate native vegetation and restoration techniques that are in line with current policies. On numerous projects “Dump No Waste, Flows To River” storm sewer rims are used to help remind the public of where their water flows. A by-product of reducing the ponding water in areas is the reduction of mosquito breeding grounds and improving water quality in general. Through the last two Drainage Bond Programs over 235 projects have been completed affecting over 2800 properties throughout the county.

DIVISION OF ENVIRONMENTAL CONCERNS

Background

The Division of Environmental Concerns (DEC) handles all Stormwater Permit reviews (with the exception of eight Full Waiver Communities) related to Special Management Areas and Building Permit reviews related to the Native Landscape Ordinance (See Native Landscape Ordinance section). Special Management Areas, according to the *DuPage County Countywide Stormwater and Floodplain Ordinance* (Ordinance), include Wetland, Wetland Buffer, Riparian and Floodplain. DuPage County has a progressive protection plan for Special Management Areas (wetlands, wetland buffers and riparian areas) to ensure no net loss of function. The plan is focused on some of the environmental and stormwater benefits of Special Management areas including plant diversity, wildlife habitat, stormwater storage, and water quality.

The wetland mitigation banking program began in 1993 with the establishment of criteria by the Stormwater Committee and the County Board. Under this program, a fee is charged to developers based on a detailed cost estimate for the construction a wetland mitigation facility by the county. This fee is applied to the amount of wetland impacted at the required mitigation ratios. Once all wetland banking projects planned to-date are constructed, approximately 234 acres of wetland will have been created to offset wetland impacted by development in DuPage County.

The DuPage County permitting program was enhanced in 1995 with the issuance of the General Programmatic Permit by the U.S. Army Corps of Engineers (USACOE). The County reviews permits on behalf of the USACOE in conjunction with the Ordinance. DuPage County is the first county governmental agency to receive this level of delegation. The GP permit strengthens the County’s requirement of no-net-loss of wetlands and streamlines the permitting process.

Current

DEC reviews stormwater permit submittals to ensure that applicants have met Ordinance requirements for Special Management Areas and Best Management Practices (BMP’s) for Water Quality. Applicants are asked to integrate greenways, floodplains, and wetlands in balance with their development. All permits proposing a naturalized detention basin or water quality practice, or the enhancement or restoration of a Special Management Area are subject to annual

monitoring for compliance by DEC staff. In addition, DEC staff investigates potential violations of the Ordinance and work to ensure that sites are brought into compliance in Incorporated and Unincorporated DuPage.

In addition to providing assistance to the public when requested, DEC has created two informational pamphlets titled *DuPage County Wetlands and Streams* and *Streambank Stabilization in DuPage County*.

Outlook

Due to the demands of continued development placed on special management areas in the ever changing urban setting of DuPage County, DEC is working on several fronts in order to promote sustained effective, equitable, acceptable, and legal stormwater management measures. These include:

- Revisions to Appendix E in cooperation with the Stormwater Division. Appendix E is the technical guidance document for the Stormwater and Floodplain Ordinance and is currently out of date.
- Oversight of the design, construction, and maintenance and monitoring of County wetland mitigation banks, as well as continuing to look for suitable sites for future banks.
- Continued publication of educational pamphlets on the subject of natural areas, water quality and permitting.
- Working with the IEPA to delegate review authority to the County for Section 401 Water Quality Certification. This delegation will streamline the permitting process for applicants and allow for better local enforcement of these requirements.

THE DuPAGE AREA TRANSIT PLAN

Background

To address the existing and future mobility needs of DuPage County, the DuPage County Public Transit Committee and the DuPage County Mayors and Managers Conference (DCMMC) developed the DuPage Area Transit Plan. In the fall of 2002, the Transit Plan was approved by the DCMMC and the DuPage County Board.

Home to nearly 1 million people and nearly 700,000 jobs, DuPage County is a vital part of Northeastern Illinois. In addition to providing employment for County residents, DuPage County has become a net importer of jobs in the region. Since the existing public transportation system was not designed to serve the suburb-to-suburb commute, a great majority of travelers are forced to use private automobiles. The result is growing traffic congestion, with negative impacts on economic growth and the overall quality of life in DuPage County as well as in the region. With limited opportunities to build new roads, and recognizing that new roads alone would not solve the problem, the DuPage Area Transit Plan was designed to better address the mobility issue by enhancing the public transit options in the County.

The DuPage Transit Plan is the result of a collaborative effort of many local, regional and state agencies as well as public input. The plan was funded by the Regional Transportation Authority (RTA) and the Illinois Department of Transportation (IDOT). The DCMMC (the lead agency), DuPage County, municipalities, the RTA, Pace, and Metra provided staff and assistance. Major components of the plan have been incorporated in the 2030 Regional Transportation Plan, and in Pace's Vision 2020 plan. The Chicago Area Transportation Study (CATS) has recommended four projects of the Transit Plan to receive federal Congestion Mitigation and Air Quality (CMAQ) funding.

The DuPage Area Transit Plan is based on three layers of service:

- Circulators: Local bus service providing access to destinations within the community and connecting to major bus routes and Metra stations.
- Connectors: Bus routes running along north-south and east-west arterials.
- Bus Rapid Transit (BRT), providing high-speed transit between Naperville, Oak Brook, O'Hare and Schaumburg (the "J" Route). The BRT route would provide DuPage County businesses and residents with public transit access to the proposed western terminal at O'Hare.

In addition, included in the plan are such transit-supportive features as park-and-rides, bus shelters, and Transit Oriented Developments. The Transit Plan is to be implemented in three phases (near-term, mid-term and long-term). When fully implemented, in 2020, the plan is projected to have an annual ridership of approximately 8 million.

Current status

The Transit Plan Implementation Team is evaluating consultants' proposals for "Local Circulator Transit Planning and Design – Phase I". The team has also identified three priority connector routes and the major destinations served by each route. The DuPage County Mayors and Managers Conference and DuPage County are continuing to pursue funding sources for the "J" Route.

Outlook

The Transit Plan Implementation Team will continue to address and access the mobility needs of DuPage County and the surrounding region to improve conditions for the traveling public particularly regarding suburb-to-suburb commuters.

BUS RAPID TRANSIT (BRT) CORRIDOR STUDY

Background

DuPage County's Economic Development and Planning (EDP) staff has submitted an application for funding to perform a detailed study for the DuPage Area Transit Plan's High

Speed – Bus Rapid Transit (BRT) Corridor Project. The study will include the Alternative Analysis and Preliminary Engineering phases.

The High Speed- BRT Corridor is a key element of the DuPage Area Transit Plan with regional significance, as it will link labor markets in DuPage and throughout the region with the growing number of jobs in DuPage County, O'Hare Airport and the Schaumburg/Woodfield area in northwest Cook County. Ultimately, the route will extend from Metra's proposed 95th Street STAR Line station in Will County, northerly through the Aurora-Naperville area, westerly along the I-88 Business Corridor to the jobs and retail centers in the Oak Brook area, and finally, northerly along Route 83 to the proposed Western Access to O'Hare. Until such time as the Western Access is implemented, the BRT route will provide a link to the existing O'Hare entrances at Irving Park Road and Mannheim Road. The northern terminus of the route will be in the Schaumburg/Woodfield area, which is the region's largest job center outside the Chicago Central Business District.

The total length of the High Speed – BRT route will be approximately 39 miles. Specific alignments will be addressed within the proposed study, which will begin upon approval of the funding and will be completed within one year thereafter.

The BRT project will fill a significant need in regional mobility by providing a high speed suburb-to-suburb public transit option connecting large labor markets with some of the largest job centers in the region. The proposed route will improve job access for suburban communities with large percentages of minority populations and low-income families.

Over the past 20 years, the population in the suburban areas for the northeastern Illinois region has grown by 32%, and the number of jobs in the suburbs grew by 61%. Most of this growth has been occurring in the five collar counties resulting in increased reverse commute trips and suburb-to-suburb trips. The large number of jobs in DuPage makes the County an important employment destination for many residents for other parts of the region. The Transit Plan's High-Speed BRT route will offer an efficient transit alternative for thousands of workers in the region to reach the fast-growing job centers in DuPage and northwest Cook Counties.

The High-Speed BRT route also supports the existing transportation system as well as planned regional transportation efforts such as Pace's Vision 2020 long range plan and Metra's STAR Line. The proposed transit route will provide intermodal connections with three existing Metra commuter lines, and many Pace suburban bus routes.

The proposed High Speed-BRT project will also help reduce the anticipated increase in traffic congestion along the I-88 corridor that will result from future roadway construction planned by the Illinois State Toll Highway Authority (ISTHA).

Current/Outlook

EDP staff is extremely excited about this project and hopeful that the project study will be funded in 2006.

TRANSPORTATION COORDINATION INITIATIVE

Background

The Transportation Coordination Initiative (TCI) is an extension of work that began in the late 1990's to coordinate traffic signals on multi-jurisdictional corridors. DuPage County Department of Economic Development and Planning is the lead entity in implementing the program. The TCI Steering Committee was formed to determine the best course of action for this project. Members include representatives from the DuPage Mayors and Managers Conference, the Illinois Department of Transportation, the Regional Transportation Authority, the City of Naperville, the Village of Lombard, the Village of Oak Brook and the Village of Downers Grove. Preliminary scoping meetings have been held and the Committee has identified tasks for qualifications for perform work on this initiative. The purpose of this study is to assist the partners in this TCI to determine a course of action in the deployment of Intelligent Transportation Systems technologies in DuPage County.

Current Status

Objectives of the TCI are to improve traffic system performance, transit services and travel times; enhance incident management and coordination; improve traveler information services and enhance the operation and management of the transportation and transit systems in the County.

To accomplish these goals, the TCI shall employ the following components:

- Project Management
- Stakeholder Outreach
- Arterial Operations
- Transit Preferential Treatment
- Incident Management
- Traveler Information
- Organizational Structure and Integration of Systems
- Recommendations for Implementation

The ultimate product of this study shall be a guidance report with specific objectives and actionable projects.

Outlook

A project kickoff meeting is scheduled for February 2006.

OPEN SPACE CORRIDORS AND NON-MOTORIZED TRANSPORTATION

Background

DuPage County has utilized the concept of greenways to achieve multiple goals, including promoting non-motorized transportation alternatives, since the first countywide land use plan was completed in 1978. The County continues to implement its countywide land use plan, the DuPage County Land Development Policy Plan, which includes open space preservation as a major objective. Greenway corridors have been designated along the major waterways (Salt Creek, East Branch of the DuPage River, West Branch of the DuPage River, the Des Plaines, and others) and monitoring of open space is completed through inventories such as the Existing Land Use Survey (updated in 1995, 2000 and 2003; contact the Planning Division for separate reports and maps pertaining to these efforts).

Current Status

The Planning Division works on an ongoing basis with open space agencies such as the Forest Preserve District of DuPage County and local park districts to implement the countywide plan and specific sub-area plans related to open space. A major project completed by the Planning Division in this area was the DuPage County Natural Areas Study (1996). The purpose of this project was to identify environmentally sensitive areas that could be considered for future open space preservation. The study identified techniques for both public and private preservation of open space. Implementation of the study's recommendations is still underway by various public agencies and has resulted in thousands of acres of open land set-aside through major acquisitions by the Forest Preserve District (through a \$75 million dollar bond referendum), local park districts, and private interests utilizing a variety of preservation tools such as conservation easements (see 1999 DuPage County Natural Areas Study Implementation Summary Report).

Efforts have also been undertaken to promote non-motorized transportation using these greenway corridors. For DuPage County, a cooperative effort between the County and the DuPage Mayors and Managers Conference, resulted in an update of the DuPage County Regional Bikeway Plan in 1996 with interim implementation status reports completed to monitor progress. Beginning with 198 miles of bikeways in 1996, DuPage County now enjoys over 290 miles of facilities with over 100 miles of paths, routes, lanes and trails constructed by municipalities, park districts, the Forest Preserve District of DuPage County, DuPage County Division of Transportation and others over the last 9 years.

In addition to the above, the Planning Division has completed several sub area plans to develop corridors for new multi-purpose walking, bicycling and equestrian trails or to upgrade and improve existing trail corridors including:

Salt Creek Greenway Master Plan (2001)

Southern DuPage County Regional Trail (2001)
Proposed Improvement Plan for the Existing DuPage County Trail System: Illinois Prairie Path and Great Western Trail (2003)
"DuPage Technology Corridor Trail" (2003)
East Branch DuPage River Greenway Trail (2004)

Outlook

Preliminary plans are underway for a 2006 update this countywide plan by the Planning Division working in cooperation with the DuPage Mayors and Managers Conference. This intergovernmental effort involves working with municipalities, park districts, federal laboratories, countywide agencies and also includes extensive work to solicit and incorporate public input working through direct contacts and with several key bicycle and trail advocacy and user groups (see below discussion).

Current efforts in this area by the Planning Division include planning a future multi-purpose trail corridor for the I-355 Extension (connecting DuPage County to Will and Cook County neighbors and major regional trails to the south) and a statewide Route 66 Trail which traverses the southeastern corner of the County. In addition, work is underway to implement new non-motorized transportation initiatives adopted by Congress in the renewal of the federal transportation bill such as the Safe Routes to School Program.

Lastly, the County continues to undertake major construction projects of its own to implement trail plans including sections of the Southern DuPage County Regional Trail (approximately 24 miles of projects undertaken by DuPage County Division of Transportation), the East Branch DuPage River Trail and improvements to the existing Illinois Prairie Path and Great Western Trail (see below).

HEALTHY ROADS INITIATIVE

Background

The Healthy Roads Policy, adopted in March 2004, made a formal policy statement that recognizes the need for non-motorized transportation and its ability to reduce congestion, benefit air quality and promote healthy living. It also recognized non-motorized transportation's relationship to maintaining and improving quality of life. The Policy made the safety for motorized and non-motorized users and the preservation of the environment, scenic, historic and natural resource values priorities in the County transportation program.

The Policy is made up of the following components:

- Construct a sidewalk or bicycle path where right-of-way is available;
- Ensure that the new construction project is safe for both the user and the community;
- Ensure that the new construction project preserves the environmental, scenic, aesthetic, historic and natural resource value of this area;

- Ensure that the new construction project adds a lasting value to both motorized and non-motorized users;
- Explore the feasibility of the use of fiber-optics for utility placement.

The Policy requires that all roadway design and construction incorporate wetland detention, erosion control measures, stream bank restoration, and inspection of erosion and sediment control to ensure the environmental friendliness of its roadway design and construction. The policy applies only to newly constructed County-owned roadways.

Current Status

In 2004, the Policy was implemented on nine newly constructed or reconstructed roadways. Additionally, the County has taken other actions to minimize the negative environmental impacts from County roadway projects. These actions include the ongoing installation and monitoring of erosion and sediment control measures. In 2005, the Division of Transportation also constructed a unique project in connection with the improvements to the Army Trail Road widening. The Army Trail Road Water Quality Improvement Project is to treat run-off and provide stormwater detention. The project included wetlands constructed along the south side of Army Trail Road at the East Branch of the DuPage River. In the Jewell Road construction project a wetland was constructed south of Jewell Road that drains from Astor Place into the Lincoln Marsh. The Multiple objectives can be achieved including open space expansion with a connection to the East Branch Forest Preserve and a future East Branch DuPage River Trail connection.

Outlook

As stated above, the program is scheduled to continue with six projects planned in 2006.

STORMWATER ECONOMIC REDEVELOPMENT ZONES (SERZ)

Background

On March 8, 2005, the County Board adopted a policy change to the countywide Stormwater Ordinance (Appendix F to the DuPage County Stormwater Management Plan) that relaxes the current 100-yr detention requirement and costs associated with redevelopment of highly impervious sites while providing an overall drainage and water quality benefit. This change is commonly known as the "SERZ" ordinance, and is located in Article 9, Section 15-111 of the County Code.

Current Status

As long as the minimum approved requirements are met, no variance from the ordinance is required to implement SERZ, and it is being treated as an exception to the detention requirements. Application of SERZ is optional because it is considered less stringent than the

existing ordinance requirements and communities may choose not to adopt this change. A community may still adopt a watershed plan for a specific area and obtain a blanket variance for developments within the area. This can be accomplished whether the community adopts the ordinance change or not.

Outlook

Since the above criterion greatly depends on the use of Best Management Practices (BMPs), the Stormwater Management Division is currently developing guidance identifying the appropriate use and effectiveness of individual BMPs. This guidance will be available in 2006.

DuPAGE COUNTY TRAIL SYSTEM IMPROVEMENT PLAN

Background

Since the mid-1960's, DuPage County, working with the Illinois Prairie Path Corporation has been developing a County Trail System beginning with the abandoned railroad right-of-way, which the County acquired to start the Illinois Prairie Path. The DuPage County Division of Transportation (DuPDOT) took over maintenance of the Illinois Prairie Path in 1985. Since that time, the County has been working to improve and expand the system. The County Trail System now includes the Illinois Prairie Path (IPP) and its four branches, and the Great Western Trail (GWT).

The following projects were completed between 1993 and 2001: Great Western Trail Intersection Improvements; IPP Aurora Branch Bridge over Eola Road; GWT-IPP Elgin Branch Connector; IPP Geneva Spur Extension in Winfield Mounds; GWT Bridge over I-355; GWT Bridge over West Branch DuPage River; and IPP Taylor Avenue Bridge.

In 2003, DuPage County approved a plan that outlines future improvements it hopes to undertake over the next 5 years to enhance the Illinois Prairie Path and the Great Western Trail throughout the County. The County identified several projects in the first phase of this plan released in 2001 and 10 of those projects are completed with the remainder now underway.

Current Status

The plan outlines an additional \$5.8 million in improvements planned to the system working closely with intergovernmental partners such as municipalities and park districts. One of those is a \$434,000 project recently completed with and under the leadership of the Village of Villa Park. The project included widening of the Great Western Trail, installation of path lighting, and construction of a connector path linking the Great Western Trail to the Illinois Prairie Path.

Another major project recently completed is Clocktower Commons Park near National Louis University on the eastern edge of downtown Wheaton. The County worked with Wheaton

Park District to relocate and improve the Prairie Path and construct a multi-generational park on adjacent County property. Currently under construction are pedestrian connections that will improve accessibility to the Great Western Trail. These sidewalk projects under construction at this time are located along Main Street Glen Ellyn, Gary Avenue, Bloomingdale Road and Swift Road in Glen Ellyn, Carol Stream and Glendale Heights.

Outlook

Work is currently underway to implement several of the other projects outlined in the Improvement Plan and the County is seeking grants to fund the cost of the following construction projects: A new bicycle-pedestrian bridge along the Elgin Branch of the Illinois Prairie Path crossing of the EJ&E railroad in Wayne; A new bicycle-pedestrian bridge along the Great Western Trail at Grace Street in Lombard; A new bicycle-pedestrian bridge to replace the exiting one along the Illinois Prairie Path at the East Branch of the DuPage River in Glen Ellyn; Re-routing and improving the Great Western Trail west of Schmale Road in Carol Stream. As part of the Healthy Roads Initiative mentioned previously, the County is working to incorporate trail improvements into its roadway projects.

NATIVE LANDSCAPE ORDINANCE (NLO) FOR STORMWATER BASINS

Background

Section 8-129.9 of the DuPage County Building Code requires that all newly constructed stormwater basins and existing basins, which are modified to add storage capacity in Unincorporated DuPage County, be planted with native vegetation as a Best Management Practice (BMP) for water quality. Accepted as one of the most effective methods for naturally treating stormwater runoff, facilities planted with native vegetation filter stormwater, reduce erosion and sedimentation, and discourage large numbers of nuisance waterfowl from congregating in and around stormwater basins.

The DuPage County Board adopted the ordinance in January 2002. All applications for permits submitted after March 15, 2002 in the unincorporated portions of DuPage County have been subject to the requirements of the NLO.

Current

The DuPage County Division of Environmental Concerns (DEC) is responsible for the review and enforcement of the NLO requirements for stormwater basins. The NLO requires that the bottom and side slopes of the stormwater basin be planted with a diverse mix of native grass and wildflower species.

The applicant is required to monitor and ecologically manage the vegetation within the stormwater basin after planting. DuPage DEC and the applicant are responsible for conducting bi-annual site inspections during this establishment period to ensure the vegetation meets

certain performance criteria. A performance security is held until compliance with the approved performance criteria is met and final sign-off from DEC is granted.

Long-term maintenance of the native vegetation is typically the responsibility of a homeowner's association or current property owner. Guidelines for long-term ecological management are outlined within a subdivision covenant or a conservation easement that is intended to protect the native plant community and binds the owner and all future owners to maintain the area as such.

Outlook

DuPage County has been proactive in encouraging the development community to adopt stormwater treatment practices that will improve the quality of our waterways. Many of these practices have or will soon become a requirement under the EPA's National Pollutant Discharge Elimination System (NPDES). Although BMP's are currently required as part of a development plan under the DuPage County Countywide Stormwater and Floodplain Ordinance, it is expected that the NPDES and concerns about nuisance waterfowl will influence municipalities to adopt programs similar to the Native Landscape Ordinance in the near future.

LEAD HAZARD REDUCTION

Background

The County Division of Community Development operates a Single Family Rehab program that assists low-income households in addressing health and safety issues in their home. The program is funded through the Community Development Block Grant (CDBG) program, administered through the U.S. Department of Housing and Urban Development (HUD). Households at or below 50% of the area median family income are eligible to receive a zero-interest, deferred-payment loan of up to \$20,000. The loan comes due upon sale of the property, or transfer of the title. Households between 51 and 80% of area median family income receive a 3% loan, also up to \$20,000.

In 2001, HUD began requiring all rehab work conducted with CDBG funds to include testing for, and reduction of, lead paint hazards in residential properties.

Current Status

Prior to performing any work on a home, the entire interior and exterior are tested for the presence of lead paint. Where lead paint is discovered, a lead hazard risk assessment is conducted. Additional funds of up to \$10,000 are provided to the household to address safety issues related to the presence of lead paint. These additional funds are provided as a grant to the homeowner, with no requirement of repayment. Lead Hazard Reduction work conducted under our Single Family Rehab program has eliminated lead hazards in 67 homes in the County since 2001. This was accomplished using \$213,317 in Community Development Block Grant funds from the US Department of Housing and Urban Development.

Outlook

No programmatic changes are anticipated in the Single Family Rehab program in the immediate future. Lead work will continue to be addressed in each home.

DuPAGE COUNTY REGIONAL BIKEWAY PLAN AND COUNTY TRAIL IMPROVEMENTS

Background

The purpose of establishing bikeways is to expand non-motorized travel thereby improving air quality by reducing auto emissions. In addition to air quality benefits, multi-purpose trails provide recreational and health benefits that maintain the high quality of life we enjoy in DuPage.

The County has developed a unique partnership with the DuPage Mayors and Managers Conference to undertake countywide bikeway planning. The first DuPage County Regional Bikeway Plan was completed in 1984 and the plan was updated in 1996.

The countywide plan includes goals and policies; maps of existing bikeways, proposed facilities, and roads suitable for bicycling; and a prioritized list of recommended improvement projects. The backbone of the plan is a regional network of bikeways that connect communities and typical bicycle destinations.

In addition to the regional planning described above, the Planning Division plans and implements capital improvements for two trails which DuPage County owns and maintains – the Illinois Prairie Path (IPP) and the Great Western Trail (GWT). In 2001-2003, the Proposed Improvement Plan for the Existing DuPage County Trail System: Illinois Prairie Path and Great Western Trail was developed. This plan outlines \$5.8 million of future improvements to be completed working with intergovernmental partners such as municipalities and park districts along the system. Federal funding is being sought to implement these proposed improvements from grant programs designed to promote non-motorized transportation and improve air quality.

Current Status

The DuPage County Regional Bikeway Plan is being implemented by approximately 90 local and countywide agencies including municipalities, park districts, the Forest Preserve District of DuPage County, DuPage County Division of Transportation and others. As mentioned earlier, beginning with 198 miles of bikeways in 1996, DuPage County now enjoys over 290 miles of facilities with over 100 miles of paths, routes, lanes and trails constructed by implementation agencies over the last 9 years.

A major component of this implementation is constructing a regional bikeway network and expanding that network as new opportunities arise. The regional trail network includes the following existing, planned or proposed trails:

- Illinois Prairie Path (DuPage segment)
- Great Western Trail (DuPage segment)
- Salt Creek Greenway Trail
- West Branch DuPage River Trail
- East Branch DuPage River Greenway Trail
- Southern DuPage County Regional Trail
- North Central DuPage Regional Trail
- Centennial Trail
- DuPage Technology Corridor Trail
- I-355 Extension Bikeway
- Route 66 Trail

In addition to the regional planning work above, the County has made great progress in implementing capital improvements and the Proposed Improvement Plan for the Existing DuPage County Trail System: Illinois Prairie Path and Great Western Trail. Twenty-one projects from the Improvement Plan were completed between 1993 and 2004.

Outlook

The DuPage Mayors and Managers Conference and the County are planning to update the DuPage County Regional Bikeway Plan beginning in 2006. This intergovernmental effort will involve all agencies that implement bikeway and pedestrian facilities. It will also include working with neighboring counties, communities and agencies to create regional connections across County boundaries and extensive public input and review by user groups.

The new plan is also expected to expand the existing pedestrian plan component, include a new Safe Routes to School segment, and update current facility inventories and proposed plans.

In addition, the County will be working on a new project in 2006 to expand bicycle parking facilities with a grant recently received from the Congestion Mitigation and Air Quality Program. The new grant will fund over 400 racks to improve and encourage bicycle usage in a safe and convenient manner.

Implementation of the Proposed Improvement Plan for the Existing DuPage County Trail System: Illinois Prairie Path and Great Western Trail will also continue over the next five years. Engineering is underway on several bridge projects and the County has received \$1.2 million in High Priority Project funds under the new federal transportation bill to construct two bicycle/pedestrian bridges. The Village of Lombard also received a major grant to construct the GWT Grace Street Bridge and the County is providing funding support for local match on this grant.

As part of the Healthy Roads Initiative mentioned above, the County is also working to incorporate bikeway and pedestrian improvements into County roadway projects.

OPEN BURNING BAN

Background

In 1990, DuPage County initiated an ordinance to ban the open burning of landscape waste in unincorporated areas of the County. The County Board acknowledged that significant air contamination results from the open burning of yard waste and that elevated levels of air contaminants cause adverse health effects among a percentage of the population. They also found that at that time, the uncontrolled open burning of landscape wastes also produces local pollution levels of particulates which exceed the National Ambient Air Quality survey standard. The ban affected more than 28,000 homes in unincorporated DuPage County.

Current Status

The burning ban is still in place. The DuPage County Sheriff's Department enforces the ordinance. This enables enforcement 24 hours a day seven days a week. Violators may be given penalties starting at \$50.00 and leading up to \$500.00.

Outlook

Press releases are distributed periodically to remind residents and businesses of the prohibition. The County has also developed a brochure for distribution that is also available on the website.

ENERGY EFFICIENCY

Background

The County Division of Community Development operates a Weatherization Program for owner-occupied households at or below 150% of the federal poverty level. Weatherization Assessors conduct scientific measurements of the air exchange within a house. Air sealing is performed in targeted areas, and insulation is added wherever needed. The Weatherization program utilizes funds from the State of Illinois, as well as the US Department of Energy and the US Department of Health and Human Services.

Current Status

The Weatherization Program has increased the energy efficiency of 832 homes in the past 5 years, 218 homes in the most recent program year. In the 2005 program year, the average reduction in air exchange in a Weatherized home was 52%. Weatherization work saves an average homeowner an estimated \$215 annually from their energy bills.

Additionally, the Weatherization Program addresses the safety of the home. In the 2005 program year, Weatherization Assessors identified and replaced 92 unsafe furnaces and 76 unsafe water heaters. Over 100 homes that had natural gas traveling through unsafe lines were retrofitted with proper materials.

Outlook

No programmatic changes are anticipated in the Weatherization program in the immediate future.

LED TRAFFIC SIGNAL UPGRADE

Background

In a two-phase project between April and August of 2005, the DuPage County Division of Transportation upgraded 106 county-maintained traffic signals and 6 flashing beacons from incandescent bulbs to LED (light emitting diode) bulbs. The benefits of upgrading to LED bulbs are numerous:

- LED's use up to 85% less energy, leading to less pollution;
- LED's last longer, reducing operating and maintenance expenses;
- LED's enhance safety through better light quality and visibility; and
- LED's improve reliability, including the ability to run on batteries during utility power outages.

The LED upgrade was spurred by grant programs offered by the Illinois Clean Energy Community Foundation, that reimburse local governments for part of the cost of purchasing LED bulbs. Under the Foundation's 2004 and 2005 Energy Efficient LED Traffic Signal Upgrade Grant Programs, DuPage County will receive a total of approximately \$406,000.

Current Status

Phase I and Phase II of the LED upgrade are complete. Phase II also included the upgrade of six traffic signals maintained by the Village of Glen Ellyn and one signal whose maintenance is paid by Argonne National Laboratory. These agencies were able to take advantage of lower costs through their participation in DuPage County's large-scale project. DuPage County has received reimbursement for Phase I of the upgrade and is in the process of obtaining reimbursement for Phase II.

Outlook

All new signals installed by DuPage County will use LED bulbs.

Energy Conservation at the County Complex

Background

The DuPage County Complex currently consumes approximately 44,500,000 kilowatt hours of electricity at a cost of \$3,000,000 and 2,000,000 therms of natural gas at a cost of \$2,000,000. A number of energy conservation projects and changes in operating strategies have been completed reducing the consumption of natural gas by 170,000 therms and electricity by 4.08 million kilowatt hours. The estimated value of these savings is \$298,000. Projects included boiler control retrofits, shutting off air handlers outside of normal working hours, chiller replacements and modifications to various air handlers and controls.

Current Status

Projects planned for 2006 include retrofit controls of third boiler, converting additional 3-way cooling coils to 2-way operation, and installing variable frequency drives on air handlers in the County courthouse. Additionally, an energy conservation RFP is being developed to provide energy related capital improvement projects with guaranteed savings. The initial project will be a lighting retrofit in the County courthouse. If the project proves successful, the program may be expanded to include other buildings and energy conservation measures.

Outlook

Energy conservation projects will continue. These projects provide economic and environmental benefits through energy savings.

Cogeneration Plant

Background

Constructed in 1996, the cogeneration facility provides reliable power to the Woodridge-Greene Valley Wastewater Treatment Plant. The plant was installed to reduce electrical costs that had exceeded \$600,000 annually. The engine operates on a blend of diesel fuel, natural gas and methane generated at the wastewater plant. The engine may operate on natural gas exclusively, or a blend of natural gas and methane. Controls allow the switching of fuels at rated load. The facility operates normally between the hours of 8:30 AM to 6:30 PM Monday through Friday and will operate until 10:00 PM or 24 hours depending on natural gas prices. Heat recovery equipment captures waste heat from the exhaust and generates hot water used by the wastewater plant's digestion process. The systems overall efficiency eclipses standard methods of energy production saving fuel and reducing emissions to the atmosphere.

Current Status

The cogeneration plant has operated as planned. Savings from the system have offset fuel costs, maintenance of the facility, debt service for construction and earned the Public Works Department approximately \$45,000.

Outlook

The recent increase in natural gas cost and the Illinois electric deregulation initiative make the future of the plant uncertain. Natural gas prices have risen to the break even point for operation. The expected increase in electricity costs in 2007 may return the plant to profitability if an open market contract for supplemental and stand-by electricity can be obtained.

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