HOFFMAN ESTATES

GROWING TO GREATNESS

August 5, 2010

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

RE: CMAP GO TO 2040 Village of Hoffman Estates Comments

Dear Mr. Blankenhorn:

The Village of Hoffman Estates is pleased to have the opportunity to comment on the draft CMAP GO TO 2040 Comprehensive Plan. CMAP provides a vital role for the Chicago region. Creating a comprehensive plan for the region is a large undertaking and we appreciate your efforts. Hoffman Estates takes pride in participating in the regional planning process and looks forward to remaining involved as this plan process continues. A number of staff persons from different Village departments have reviewed the plan and we have assembled the following comments for consideration as the final draft is completed:

1. As a long time supporter and advocate for transit along the I-90 and Canadian National corridors, we are surprised and disappointed that the STAR Line is on the "unconstrained" major project list. We understand the draft plan's comments about the project status of the STAR Line. However, when comparing with other projects on the "constrained" list, it is hard to rationalize the status comment because some of these are apparently well behind the STAR Line in terms of study progress. We do not want to enter into a "naming names" exercise, we just want to stress that there seems to be inconsistencies between statements in the draft plan regarding project readiness versus the inclusion of projects in the "constrained" list. The STAR Line's scope is truly regional as is its support. It fits all of the primary visioning criteria of the draft plan. In fact, we feel if you look solely at creating a project scope consistent with and reinforced by the draft plan's Policy Goals, the STAR Line concept would be one of the strongest imaginable.

2. The long term goals and vision of the STAR Line are wholly consistent with several major categories of the GO TO 2040 Plan. It is hard to conceive of a regional transit project other than the STAR Line that meets so many of the plan's stated objectives.

3. The STAR Line also has been shown to benefit the region with the largest reduction in auto trips, the largest increase in transit trips, and the largest increase in the number of jobs accessible by transit when compared to all other major capital projects according to the CMAP modeling results.

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4. Many items will involve significant local agency review and public discussion. We look forward to participating in this process. Examples include the increase in State motor fuel tax, implementation of congestion pricing on tolled and untolled roads, proposed modification to allow New Starts funds for reinvestment in existing capital, etc. Careful consideration must be given to the impacts any of these changes could have on local government budgets and planning efforts. It is critical that local input be a major component of any discussion.

5. Future revenue projections assume receiving new funds from congestion pricing and State gas tax increase. These assumptions should be made very clear up front in the 2040 Plan and Executive Summary. If these changes do not occur or if they are significantly delayed, the implications on project implementation need to be stressed. There is reference now, but the reader must infer what the consequences will be if the new revenue concepts are not implemented.

6. Local agencies need a prominent role in decisions for defining and modifying evaluation criteria, local parking requirements, land use philosophy, etc.

7. The Village does not support and strongly opposes CMAP's proposed change to the federal New Starts program to allow diversion of these funds to be available for reinvestment in existing transit capital. While we understand the severe funding challenges faced by transit operators, the proposed change is a disservice to startup projects especially when competition for these federal funds is extremely competitive and the amount of funds available is very limited. New Starts projects must give full consideration to capital and operating expenses and should not be put at the back of the line as a result of a change that allows intensifying reinvestment in existing transit infrastructure. The need for maintenance of existing facilities is great enough that a separate funding source is needed, not borrowing from an established program intended to help local agencies and transit providers respond to increasing demands for new transit service. The proposal simply would cause further delay, stagnation, and barriers to expanding transit services into areas that do not have them now. The "haves" win, the "have nots" lose. This proposition does nothing to advance the plan's goal of investing in transit and we are discouraged that it is even raised as an option.

8. Rating and selection of projects based on performance criteria using objective measures is fine but the selection process needs to be very aware of and sensitive to the needs of the local communities. Preference should not go to the just "biggest" projects at the expense of helping to improve conditions on the local system. It all depends on how these criteria are established, interpreted, and applied. Our concern is that the evaluation will be biased towards only the biggest roads and transit deficiencies. These measures/selection criteria need to reflect some geographic distribution of projects too, especially in cases where the sources of revenue are locally based.

9. The proposed CMAP increase in the State motor fuel tax from 19 cents to 27 cents will be a point of much discussion across the State. We concur with CMAP's assessment that the current MFT rate and allocation is not adequate for sustainable transportation improvements over the long term. At a minimum, indexing the motor fuel tax to inflation probably should have occurred long ago to avoid the debate over big step increases in MFT. However, that did not happen and we look forward to hearing how this change would be accomplished, as well as participating in the discussion.

10. Longer term, replacing the flat MFT per gallon method with a funding mechanism tied to the utility or level of use by road users is more sustainable. The more users drive, the more they pay in keeping with trying to more closely relate the true costs of building and maintaining road infrastructure. Key questions will be the technology used to measure use (such as vehicle miles of travel) while dealing with privacy concerns, the method of collection for a VMT based fee, and distribution of these funds to the State and local communities. The balance of encouraging fuel conservation, promoting high efficiency vehicles, and levels of pollution must also be part of the discussion of any alternative method that might replace the current MFT methodology.

11. The Village supports discussions on modifying the historical split of MFT revenues to 55% downstate and 45% for the District 1 IDOT region.

12. The Village supports CMAP's proposal to create an ongoing and regular State capital fund program as part of the annual budget cycle instead of the large program announcement of every 10 years or so that has been the case in recent times.

13. More information is needed on the development, implementation, and distribution of funds generated through the Value Capture concept in the GO TO 2040 draft plan.

14. The list of priorities for transit infrastructure seems to be missing consideration of geographic distribution of funds and projects. While we understand the intent of the performance based evaluation, as revenues are generated from around the region, some factors related to where proposed projects are located is needed.

15. Many questions arise from the congestion pricing concept. The Village commented earlier in reviews conducted by the Illinois Tollway on the Green Lanes that potential revenue from such a program must be used to support new transit services in the corridor. The method of collection and distribution of these revenues must be thoroughly discussed and defined in order to create an equitable solution. Transit services, offered at a competitive level, should be established prior to the implementation of a congestion pricing strategy in a corridor. Low income users and those not choosing to pay a premium toll or travel on the managed lane facility will then have the choice of using a parallel transit service. Local impacts due to diversion are mentioned in the draft discussion. Both short term and long term shifts must be considered and impacts to the local (State, County, Local) arterial system mitigated, again desirably in advance of creating the managed lanes. At a minimum, a commitment to implement such mitigation on the non-managed system must be part of any such proposal.

16. The concept of parking pricing has limited realistic application in many suburban settings with established parking facilities for existing uses. There may be some consideration for parts of the region, but again the allocation and distribution of these funds is a fundamental question to be answered through discussion involving those at the local level. Another issue is the availability of transit in the area to allow users to choose that mode instead of paying a higher fee for parking. In a similar way, the balance between development attraction and the parking supply is a dynamic that cannot be overlooked. The Village supports a flexible approach to parking supply through our Village code by presenting guidelines for typical uses while affording flexibility to size the parking supply commensurate with the characteristics of a specific use rather than applying just standard parking rates. Land banking for future parking can also be a component of such an approach.

17. Under Congestion Pricing, there are some inconsistencies in the project limits on I-90. One map (Figure 35) and description shows a significant length of I-90 for consideration of congestion pricing while another narrative references only the section between I-290 and I-294.

18. What does the Tollway Act say about collection and use of toll revenues? We believe a legislative modification would be necessary to allow the expenditure of tolls for other than tollway purposes, such as helping to fund transit and paying for improvements to the local road system.

19. We presume if managed lanes are not implemented that those managed lane projects in the constrained list will move to the unconstrained list. This is turn allows projects to move from the unconstrained list to the constrained list. However, the funding levels will decrease if congestion pricing is not implemented. Specifics on the relationship between congestion pricing revenue and the inclusion of these projects in the fiscally constrained list are needed.

20. How reliant are the I-88 Add Lanes project and the I-294/I-57 interchange projects on toll revenues? These should be funded through toll revenues, in particular the I-88 improvement. It is unclear how much non-toll costs are assumed for these projects.

21. There is a need for more explanation about the Illiana Expressway project. Is it true that the list of projects includes engineering for this very costly project when essentially no studies have been completed yet? Why is this referenced at all when other projects like the STAR Line have advanced further through the evaluation process yet are listed in the set of fiscally unconstrained projects?

22. The I-90 managed lane project from the Elgin Toll Plaza to I-294 references an expansion of the Barrington interchange among others, which the Village strongly supports.

23. Truck and rail freight discussion requires work with affected communities in planning and implementation of solutions.

24. Establishing a Regional Freight Authority to finance improvements through freight transfer fees that could include some tolling is proposed. This needs further review at regional level.

The Village of Hoffman Estates once again thanks CMAP for the opportunity to comment on the Draft GO TO 2040 Comprehensive Regional Plan. Please let our staff know if you have any questions on the comments presented above. The Village's lead contact on this review is Mike Hankey, Director of Transportation, Transportation and Engineering Division. Mr. Hankey's phone is 847.252.5801.

Sincerely,

William D. McLeod

William D. McLeod
Mayor

PJG/kr
cc: J. Norris
M. Koplin
M. Hankey
P. Gugliotta
G. Skoog
M. Walczak (Northwest Municipal Conference)

MEMORIES WITH PROGRESS
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August 6, 2010

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Re: GO TO 2040 Comprehensive Regional Plan Draft

Dear Mr. Blankenhorn:

The Village of Manhattan would like to take this opportunity to comment on the draft GO TO 2040 Plan. The Will County Governmental League (WCGL) has provided comments and the Village has used these attached comments as a template. The Village of Manhattan's comments follow the WCGL's comments in bold. Like the WCGL, the Village has identified both areas of concern, and agreement, within the plan.

The GO TO 2040 Plan introduces the concept of a matrix ranking process for projects. We believe that each project proposed in the Chicago Region is unique and must stand on its own merits rather than a predetermined set of criteria. CMAP/NIPC has always been focused on regional issues such as proposed interstates, future airports, future rail extensions, the regional housing market and Great Lakes water issues. The location and development of projects such as business parks, shopping centers and local transportation infrastructure should ultimately be decided by the elected officials of individual municipalities.

The Village of Manhattan would like to thank CMAP for the opportunity to comment on this important plan.

Sincerely,

William Borgo
Village President

cc: Mr. Hugh O'Hara
Will County Governmental League

GO TO 2040 Comprehensive Regional Plan (Draft Version) 08/06/10

The following comments were generated by the Will County Governmental League (WCGL). The Village of Manhattan has provided additional expanded comments in bold below certain WCGL comments that are of greater concern to the Village.

Livable Communities Section

Land Use & Housing

#2 Provide Technical Assistance

The WCGL fully supports CMAP creating a "menu of assistance offerings." This would allow communities to be fully aware of all the services offered by CMAP and would allow the municipalities to take advantage of CMAP's technical expertise when they feel it necessary.

Manhattan's Comment: We agree with this comment as this would provide a better relationship between the individual Villages and CMAP.

#3 Support Intergovernmental Collaboration

The COGs currently provide much of this support to our member communities when it is a priority of the respective memberships. CMAP may not be fully aware of all of the collaborative efforts that the COGs are involved in with their member communities. Perhaps some of this confusion could be solved by appointing a single CMAP staff member to work with each COG on their issues instead of steady rotation of which ever staff member is available the day of COG meetings. The WCGL is very supportive of the initiative of bringing communities from different COGs together that may be facing similar issues. This is something that the COGs currently do in major issues but not on smaller planning ones that CMAP would be more aware of because of their specific role in the region.

Manhattan's Comment: We agree and believe that this should be expanded to a day to day availability for regional issues.

#4 Link Transit, Land Use, and Housing

WCGL would like to be sure that when CMAP suggests requiring supportive land use for new transit investment that having plans for supportive land uses if funding for the transit investment becomes available, is acceptable. Requiring supportive land use before the transit investment can be made would put our member communities, and any in the growing areas of the collar counties at a crippling disadvantage.

Manhattan's Comment: Each community should be able to determine the appropriate land use adjacent to transit stations and the timing and development of each land use or project. The Village supports the idea of the availability of regular technical assistance from CMAP and other regional organizations to maximize the potential of our transit station.

Financing of Local Planning

The opening paragraph of this section needs to be reworked. Local elected governments do not need a lecture from a bureaucratic organization like CMAP on their fundamental responsibilities. Local governments are responsible to the people by whom they were elected. Their responsibility is the responsible use of those citizen provided tax dollars, which may, or may not include the ideas included in this plan.

Manhattan's Comment: Creative planning is inhibited when trying to identify definitive financial resources. If Daniel Burnham had concerned himself with funding for his plans, we would not have the progressive approach to development that we have had over the last 100 years for regional planning.

Water & Energy

#1 Implementing Energy and Water Retrofit Programs

Requiring water retrofits as a condition on the sale of a home could add enormous expenses to the the sale of a home for both the buyer and seller. Additionally, the cost to municipalities to inspect will be very high as most municipalities do not currently inspect homes when they are sold. The Northeast Illinois Regional Water Supply Planning Group has already rejected this idea, during their 3 years of meeting. WCGL is disappointed to see this rejected idea brought up again in this plan.

Manhattan's Comment: We would support encouraging plumbing retrofits rather than requiring them, as long as it doesn't lead to a future requirement.

#3 Pricing

The issue of municipalities taking over maintenance responsibility is one that needs further review before it should be recommended. This has possible legal ramifications in terms of liability that municipalities may not be willing to take on. The costs could far exceed any fees brought in from charging a storm-water fee.

Manhattan's Comment: The Village would agree with this comment as the costs associated with taking over private stormwater facilities would be burdensome to communities that are already seeing declining revenues. The Village has also instituted a dormant SSA in most of its new developments which would asses a tax on individual property owners in a development in the event the Homeowners Association fails to maintain the stormwater facilities in an adequate manner.

#5 Local Governments as Early Adopters of Sustainable Practices

There are many good ideas in the section but the WCGL is concerned about the costs associated with these measures. Where are municipalities going to get these funds?

Manhattan's Comment: We encourage the establishment of a task force comprised of bankers, developers, growing municipalities and others to explore how the housing market can emerge from this extreme downturn and potentially incorporate sustainable practices.

Parks and Open Space

This section contains many points on improving cooperation between local taxing bodies for the purpose of improving parks and open space a goal the WCGL supports. The one concern that comes up throughout this section are the many calls for increased funding from the federal and state government for these types of projects. These dollars have to come from somewhere and with the federal and state budgets being in the state they are the WCGL is concerned about where these dollars would be generated.

Local Food

This entire section seems beyond the scope of CMAPs mission as well as, their technical ability to provide assistance in this specific area. This section also calls for increased federal and state funding to support fresh food initiatives that those levels of government currently do not have available.

Regional Mobility Section

Transportation Investments

#1 Find Cost and Investment Efficiencies

The WCGL is in full support of a change in the traditional 55-45% split between northeast Illinois and downstate. This traditional split will only continue to allow the degradation of infrastructure in northeast Illinois. One area of concern in this section is the development of evaluation criteria for the selection of major capacity adding projects. The WCGL would like to see this criteria be flexible to allow for the different types of development patterns that have, and will continue to occur, across our diverse region. The measures used should not favor one part of the region over another. The evaluation should be against areas and projects of similar size not simply all lumped together into one matrix for evaluation purposes.

Manhattan's Comment: We certainly support the concept of shifting the formula for transportation funding for northeastern Illinois versus downstate. The growth and traffic concentrated in this part of the state far exceeds that in downstate areas.

#2 Increase Motor Fuel Taxes in the Short Term, and Institute a Replacement in the Long Term

At this time the WCGL is in agreement that there does need to be an evaluation of how our nations infrastructure is funded as cars become more and more fuel efficient, however, at this time we are not ready to support any changes without further study.

Manhattan's Comment: We support an evaluation of infrastructure funding before any changes are made.

#3 Implement Congestion Pricing on Select Road Segments

The WCGL's concern with congestion pricing is its impact on local streets. Impacted local streets could put a large financial burden on communities with already limited resources. This burden could be eased with a portion of the revenue being generated from the managed lanes being set aside for improvements on the impacted local streets. WCGL favors pilot programs to gather that data.

Manhattan's Comment: We agree that this practice could potentially move congestion from expressways to local roads. This would also add to unsafe conditions for bicyclists and pedestrians on local roads.

#5 Find Other Innovative Finance Mechanisms
The WCGL fully supports the continuing development of public private partnerships in Illinois for infrastructure projects. That is why our organization supported legislation for a pilot program to be conducted on the proposed Illiana Expressway for this type of development.

Manhattan's Comment: We support public private partnerships for the development of future infrastructure projects.

Public Transit
The WCGL is in agreement with the implementation action areas under public transit. There is only one area of concern, density around transit. The WCGL wants to be sure that the density levels surrounding public transit fit within the context of the surrounding community. There should be no cookie cutter standard for density surrounding transit. It should be based on what is appropriate for each situation.

Manhattan's Comment: We completely agree with this response. Additionally, we believe market studies should be incorporated into the plans to ensure viability of future Transit Oriented Developments.

Freight
#2 CREATE Rail System Improvements
With the increase in rail traffic in Will County associated with the BNSF and UP facilities rail system improvements have become a top priority for the WCGL. The WCGL has supported CREATE in the past and continues to do so, however, the WCGL would like to see an emphasis placed on adding additional improvement projects to CREATE or an expedited development of CREATE II for the collar counties. As improvements are made under the CREATE plan and intermodal facilities the size of the UP Joliet Yard and BNSF Elwood Yard open the need for a comprehensive freight plan is more important to our communities than ever before.

Manhattan's Comment: We agree that additional projects should be added to the CREATE program as additional freight facilities are being constructed in the collar counties each year.

#3 Regional Trucking Improvements
Along with an increase in rail traffic in Will County truck traffic has continued to rise as our county becomes a global inland port. The WCGL supports the study of truckways or dedicated truck lanes on future infrastructure improvements.

Manhattan's Comment: We support planning for appropriate adjacent land uses or "spinoff" businesses to support the intermodal facilities. Adjacent land uses should also minimize the need for trucks to travel through communities. They should encourage easy access to expressways for truck transportation. Study needs to be conducted during the Illiana feasibility process to accommodate rail transportation within the Illiana right-of-way. This would serve to minimize truck trips between intermodal facilities and other destinations.

#4 Organization and Public Policy
Establishing a Freight Authority should be studied further before recommending its creation. This issue should be fully vetted before it is recommended.

Manhattan's Comment: Establish a regional authority for rail freight and truck transportation to raise revenues to support infrastructure improvements, similar to the Illinois Toll Highway Authority

Human Capital Section

Education and Workforce
Economic Innovation
(we don't have the expertise in these areas to really comment. The Will County C.E.D. and the county itself should be providing sufficient comments on these two areas for our region.)

Efficient Governance Section

Tax Policy
The WCGL recommends having one municipal representative from each of the counties not just the two recommended in the plan. The WCGL also recommends having a county representative from each county and not just one from Cook and one from the collar counties. Each county faces different challenges and should be afforded the opportunity, as the groups with authority over some of these issues, to have a seat at the table as these recommendations are made.

Information Access (this section is all about CMAP becoming a data warehouse for the region and their goals for the regional indicators project that is already on going. There is really no need for us to comment on this particular section)

Coordinated Investments

#1 Take a Regional Approach to Federal and State Investment

The WCGL supports working together collaboratively as a region on increasing funding for our region and finding new innovative funding mechanisms. The concern the WCGL has is that when making funding decisions that each part of the region is looked at in its own context. A project that may be very beneficial in a smaller community may not be able to match scores with a similar project from a larger community but would nevertheless have an important impact in that smaller community. There needs to be some level of recognition of the importance of improvements throughout the region, not just in the more densely developed city centers.

Manhattan's Comment: The Village would like to emphasize that each project should be evaluated on its own merits.

#2 Reform State and Federal Policies and Programs

The WCGL is concerned over what is meant by "empowering existing regional institutions, especially MPOs." The WCGL would oppose any empowering of the MPO at the expense of local governments autonomy. The WCGL has in the past opposed making the MPO the ultimate decision making authority on regional investment.

#3 Support Efforts to Consolidate Local Services

The WCGL is continuing to work the MMC on these types of issues. It is important that these types of issues are fully vetted and all of the consequences are understood before any changes are made.

We would like to thank the CMAP staff for this opportunity to comment on the GoTo 2040 Plan and for their efforts to see that the needs of our members are met.

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THOMAS J. DURKIN, AICP

August 6, 2010

CMAP GOTO 2040 Draft Plan Comments
233 S. Wacker Drive
Suite 800
Chicago, IL 60606

Dear Sir/Madam:

The Village of Crete wishes to commend the CMAP staff on the development of the GOTO 2040 draft plan. The plan is very comprehensive in nature and provides good direction and vision on how the region may address growth and development issues in the coming years. The Village of Crete appreciates the opportunity to provide comments on the draft plan and looks forward to continued input as the plan is finalized.

First of all, the Village of Crete supports the comments and recommendations provided by the Will County Governmental League.

While the plan contains many appropriate goals and objectives, the main issue, with any plan of this nature, lies within its implementation. We must be very careful to ensure that the local governing bodies maintain the authority bestowed on them by constitutional provisions. Many issues by their nature are regional and are best addressed through a regional decision making process. However, many issues such as land use and specific budget expenditures are local in nature and must be decided upon by the officials elected to represent these local populations. Local decision making by elected representatives must not be compromised.

We must also make sure that access to any established or future funding mechanisms for local municipalities are not unduly or unrealistically tied to actions proposed in the plan. This may create undo expectations and/or a strain on local resources on the municipality that may render the opportunity for funding lost.

Sincerely,

Thomas J. Durkin, AICP
Village Administrator

BOARD OF TRUSTEES:
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August 6, 2010

To: CMAP

From: Environmental Defenders of McHenry County, 124 Cass St. Ste 3, Woodstock IL 60098
mcdef@owc.net

RE: Comments on Go To 2040 Plan

The Environmental Defenders of McHenry County support CMAP commitment to "plan more effectively for the livability of communities" (defined by the residents of our region as healthy, safe, walkable— with transportation choices and a 'sense of place') in the Go To 2040 Plan. Because our organization's mission is *'Citizens Working for a Healthy Environment'*, we have concentrated our review on plan recommendations which most directly have environmental consequences.

We support the conservation of energy and water as a top priority. We support retrofitting buildings for increased energy efficiency and maximizing the energy efficiency of new buildings as well as integrating water conservation goals with land use planning, preserving open space in aquifer recharge areas and using green infrastructure to manage stormwater.

We wholeheartedly agree that "Access to parks and open space is part of what makes up quality of life, and open space also has a crucial role in flood protection, public health, drinking water supply and quality, and adaptation to climate change." Specifically, we support the call for a green infrastructure network that follows waterway corridors, expands existing preserves, and creates new preserves in the region with a target of an additional 150,000 acres of land to be preserved across the region over the next 30 years.

We support the concept of building a sustainable local food-shed, which would help in preservation of our region's remaining farmland, among the best in the world, as well as reducing the energy costs associated with bringing in food from distant places and providing people in our region with fresh, healthy food.

On Regional Mobility, we agree with calls for investment in the existing system and a focus on improving the public transit system.

However, as we read the details of the plan, we have specific concerns which we raise below. Excerpts from the plan are followed by our comments.

Challenges and Opportunities Section

Page 26 Energy and water are not being used efficiently and the region suffers from the degradation of air and water quality.

Page 42 The region should conserve energy and water resources by reducing its consumption in our residential and commercial buildings.

Critical concerns about the quality of the region's air and water described in the first excerpt are not addressed by the focus on conservation in the second excerpt which was taken from the Conclusion of this section. Specifically, we need to address the quality of our region's water resources not just the quality of water supplies.

Livable Communities Section

Page 51 By incorporating open space, carefully designing buildings and landscapes, and using small-scale green infrastructure features, the localized negative impacts of density can be avoided.

This is an important, necessary point if we are to sustain and improve the quality of the water resources of our region.

Page 59 Technical assistance activities will often take the form of creating model ordinances or codes for municipal consideration, often on topics like water conservation that may be outside of usual comprehensive planning practice.

The plan should note the important leadership which NIPC/CMAP has provided the region in developing model ordinances addressing water quality issues, consistent with its responsibility for the Regional Water Quality Management Plan. These have been important tools for communities which CMAP needs to continuously update and promote to municipalities.

Page 72 **Integrate land use policies and site planning with water resources.** Land use policies that promote compact development will reduce residential water use and reduce both capital and operating costs for water utilities. Green infrastructure, like rain gardens and permeable pavement, should be integrated more fully into site planning. Using green infrastructure to manage stormwater has many benefits and can be more cost effective when compared with gray infrastructure.

The plan should directly state the groundwater recharge, improved surface water quality and reduced flooding benefits of using green infrastructure to infiltrate stormwater.

Page 72 Communities that are dependent on groundwater should consider accessing water from the Fox and Kankakee Rivers.

Communities that are dependent on groundwater should be encouraged to vigorously pursue a water management strategy which puts water taken from the ground back on the ground in order to recharge their aquifers. The concerns about the effects of both direct surface water withdrawals and lowering of the water table due to shallow groundwater pumping on the aquatic life in the Fox and Kankakee Rivers cannot be ignored.

Page 80 According to the Illinois State Water Survey (ISWS), flow in the Fox River will continue to increase as a result of population growth and the associated wastewater discharge. As a result, the Fox River has the potential to supply significant new water demands.

That population growth will lead to new wastewater discharges and new water available in the Fox River for human needs should not be assumed. As communities seek to sustain their groundwater supplies, it is likely that they will opt to land apply their wastewater in order to recharge the water to the aquifer from which it was taken. This is especially likely in McHenry County where the bulk of available groundwater is found in the shallow aquifer. Thus, population growth in McHenry County is not likely lead to the assumed increased flows in the Fox River.

Page 81 Furthermore, federally-imposed standards on water providers to control emerging contaminants, such as pharmaceuticals and personal care products, demand costly and energy intensive treatment processes. It is important that the energy implications of such standards are closely studied and mitigated before enforcement.

This statement is disturbing as it does not weigh the serious concerns which are emerging about the adverse impacts which pharmaceuticals and personal care products have on aquatic life which live in streams receiving wastewater dischargers and on the people who take their drinking water supplies from the waters. Cost and energy should not be the predominant considerations.

Page 94 Ideally a watershed plan will consider multi-objective projects that address several problems simultaneously.

Defenders strongly support planning on a watershed scale to simultaneously address water quality, water supply and green infrastructure objectives.

Regional Mobility Section

Our comments on the specifics in this section are summed up by the following quote from the book ***Suburban Nation***. A longer excerpt is found in the endnote to these comments.i[i]

"If, as is now clear beyond any reasonable doubt, people maintain an equilibrium of just-bearable traffic, then the traffic engineers are wasting their time--and our money--on a whole new set of stopgap measures that produce temporary results as best. These measures, which include HOV (high-occupancy vehicle) lanes, congestion pricing, timed traffic lights, and "smart streets," serve only to increase highway capacity, which causes more people to drive until the equilibrium condition of crowding returns. While certainly less wasteful than new construction, these measures also do nothing to address the real cause of traffic congestion, which is that people choose to put up with it." - **An excerpt from** ***Suburban Nation: The Rise of Sprawl and the Decline of the American Dream***

From: *"If you don't want an automobile, you don't have to have one."* - Secretary of Transportation Ray LaHood's definition of Livability

Page 67 "require supportive land use planning before new transit investment is made."

Some land use patterns cannot support transit oriented developments/ investments. Roads must be evaluated in the same context. Land use planning needs to take place before expanded road investments are made. (i.e., Alden Road, Fleming Road project in McHenry County)

Page 166 "While finding new revenues is important, the region needs to get more serious about setting priorities for how existing funds are spent, on both the operating and capital side. The region's transportation decision makers should stress the use of performance-driven criteria, rather than arbitrary formulas, when making investment decisions. CMAP strongly recommends a focus on maintaining the existing system first, and using most of our remaining resources to modernize the system. While some expansions are necessary, and these will be recommended in the plan's list of major capital projects, very few of these projects require building brand new facilities from scratch. Instead, the emphasis is on making the existing system operate more efficiently given the amount of funding we can reasonably expect to receive."

- Once you start listing priority projects, everyone forgets what you just said – all they here is "this project is a priority".
- Widening and extending roads does not decrease congestion over time. Focus should be on public transportation systems.
- Good to maintain the existing system – but we also need to consider difference construction standards for roads – if build properly, roads can require much less maintenance and can last longer. Use road construction best practices (e.g. many of Canada's roadways) to reduce deterioration and maintenance (planned obsolescence).
- Modernizing the system should be focused on the public transportation infrastructure – the only way to truly reduce road congestion is to get people out of cars and into busses, trains, etc. Subsidizing the cost of public transportation coupled with elimination of national subsidies for gasoline can assist here.

Page 167 "Making our system "world class" does not simply require raising taxes or fees for more revenue, nor does it require expanding the system much beyond what is here today. Instead, the primary goal should be to prioritize spending on maintenance and modernization efforts. "Modernization" comprises a range of enhancements, including more comfortable and attractive trains, buses and stations, traveler information systems, state of the art pavement materials with longer life spans, signal timing improvements, bus stop improvements, corridor upgrades, and a variety of other strategies that can improve mobility, access, and the reliability of our transportation network.

- This is excellent (minus the corridor upgrades), but you have to mean it.
- One thing is said here, but then the plan steps in the opposite direction with the priority projects list.

Page 171 "Long-term lease agreements (like the leasing of the Chicago Skyway) involve a publicly- financed transportation facility that is leased to a private-sector entity for a prescribed period of time during which the private entity has the right to collect revenue from the operation of the facility. In exchange, the private entity must operate and maintain the facility, and in some cases make improvements to it."

- We are highly skeptical of this approach.

This creates a "lowest-common-denominator" quality of project.

This also creates a system where the project most likely to make money for a private interest is what gets built, over the project that is high quality but less profitable.

Page 185 "Both auto and transit trips increase, and transit's mode share grows slightly. The high-priority projects support GO TO 2040's focus on reinvestment in existing communities, and they have limited impact on sensitive natural areas. On the other hand, the projects do have negative impacts on most air quality outcomes. This occurs mostly because the region is expected to be larger (in terms of households and jobs) than it would have been without the projects, and also because the projects improve mobility within the region and hence lead to additional travel. The negative impacts on air quality are minor, and are more than compensated for by the positive impacts of the strategies within GO TO 2040. They are also well within expected air quality conformity limits."

The plan needs to promote steps to improve regional air quality, not make it even worse by proposing a suite of projects which will make the problem worse.

New Projects or Extensions

Central Lake County Corridor: IL 53 North and IL 120 Limited Access
Elgin O'Hare Expressway Improvements (includes Western O'Hare Bypass, EOE East Extension, and EOE Add Lanes)

-Better to use the money spent on these projects to improve mass transit
- IL 53 North corridor runs contrary to stated intent of the plan

CTA Red Line Extension (South)
West Loop Transportation Center

Expressway Additions and Improvements

I-190 Access Improvements
I-80 Add Lanes (US 30 to US 45)
I-88 Add Lanes
I-94 Add Lanes North
I-294/I-57 Interchange Addition

- Better to use the money spent on these projects to improve mass transit. Increasing the load capacity on these areas is ultimately short sighted (See quote from ***Suburban Nation*** and endnote.)

Managed Lanes and Multimodal Corridors

I-55 Managed Lanes
I-90 Managed Lanes
I-290 Multimodal Corridor

- Better to use the money spent on these projects to improve mass transit. Increasing the load capacity on these areas is ultimately short sighted (See quote from ***Suburban Nation*** and endnote.)

Transit Improvements

CTA North Red/Purple Line Improvements
Metra Rock Island Improvements
Metra Southwest Service Improvements.
Metra UP North Improvements
Metra UP Northwest Improvements/Extension
Metra UP West Improvements

- Need to ensure that these improvements are not built in far out places that do not and should not have the

population capacity needed to sustain or justify their construction and maintenance. Mass transportation is self defeating if it ends up actually encouraging sprawl development by pacing itself ahead of perceived demands.

1[i] Why building new roads doesn't ease congestion

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There is, however, a much deeper problem than the way highways are placed and managed. It raises the question of why we are still building highways at all. The simple truth is that building more highways and widening existing roads, almost always motivated by concern over traffic, does nothing to reduce traffic. In the long run, in fact, it increases traffic. This revelation is so counterintuitive that it bears repeating: adding lanes makes traffic worse. This paradox was suspected as early as 1942 by Robert Moses, who noticed that the highways he had built around New York City in 1939 were somehow generating greater traffic problems than had existed previously. Since then, the phenomenon has been well documented, most notably in 1989, when the Southern California Association of Governments concluded that traffic-assistance measures, be they adding lanes, or even double-decking the roadways, would have no more than a cosmetic effect on Los Angeles' traffic problems. The best it could offer was to tell people to work closer to home, which is precisely what highway building mitigates against.

Across the Atlantic, the British government reached a similar conclusion. Its studies showed that increased traffic capacity causes people to drive more--a lot more--such that half of any driving-time savings generated by new roadways are lost in the short run. In the long run, potentially all savings are expected to be lost. In the words of the Transport Minister, "The fact of the matter is that we cannot tackle our traffic problems by building more roads."[2] While the British have responded to this discovery by drastically cutting their road-building budgets, no such thing can be said about Americans.

There is no shortage of hard data. A recent University of California at Berkeley study covering thirty California counties between 1973 and 1990 found that, for every 10 percent increase in roadway capacity, traffic increased 9 percent within four years' time.[3] For anecdotal evidence, one need only look at commuting patterns in those cities with expensive new highway systems. *USA Today* published the following report on Atlanta: "For years, Atlanta tried to ward off traffic problems by building more miles of highways per capita than any other urban area except Kansas City…As a result of the area's sprawl, Atlantans now drive an average of 35 miles a day, more than residents of any other city."· This phenomenon, which is now well known to those members of the transportation industry who wish to acknowledge it, has come to be called *induced traffic.*

The mechanism at work behind induced traffic is elegantly explained by an aphorism gaining popularity among traffic engineers: "Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt." Increased traffic capacity makes longer commutes less burdensome, and as a result, people are willing to live farther and farther from their workplace. As increasing numbers of people make similar decisions, the long-distance commute grows as crowded as the inner city, commuters clamor for additional lanes, and the cycle repeats itself. This problem is compounded by the hierarchical organization of the new roadways, which concentrate through traffic on as few streets as possible.

The phenomenon of induced traffic works in reverse as well. When New York's West Side Highway collapsed in 1973, an NYDOT study showed that 93 percent of the car trips lost did not reappear elsewhere; *people simply stopped driving.* A similar result accompanied the destruction of San Francisco's Embarcadero Freeway in the 1989 earthquake. Citizens voted to remove the freeway entirely despite the apocalyptic warnings of traffic engineers. Surprisingly, a recent British study found that downtown road removals tend to boost local economies, while new roads lead to higher urban unemployment. So much for road-building as a way to spur the economy.

If traffic is to be discussed responsibly, it must first be made clear that the level of traffic which drivers experience daily, and which they bemoan so vehemently, is only as high as they are willing to countenance. If it were not, they would adjust their behavior and move, carpool, take transit, or just stay at home, as some choose to do. How crowded a roadway is at any given moment represents a condition of equilibrium between people's desire to drive and their reluctance to fight traffic. Because people are willing to suffer inordinately in traffic before seeking alternatives--other than clamoring for more highways--the state of equilibrium of all busy roads is to have stop-and-go traffic. The question is not how many lanes must be built to ease congestion but how many lanes of congestion would you want? Do you favor four lanes of bumper-to-bumper traffic at rush hour, or sixteen?

This condition is best explained by what specialists call *latent demand.* Since the real constraint on driving is traffic, not cost, people are always ready to make more trips when the traffic goes away. The number of latent trips is huge--perhaps 30 percent of existing traffic. Because of latent demand, adding lanes is futile, since drivers are already poised to use them up.[4]

While the befuddling fact of induced traffic is well understood by sophisticated traffic engineers, it might as well be a secret, so poorly has it been disseminated. The computer models that transportation consultants use do not even consider it, and most local public works directors have never heard of it at all. As a result, from Maine to Hawaii, city, county, and even state engineering departments continue to build more roadways in anticipation of increased traffic, and, in doing, create that traffic. The most irksome aspect of this situation is that these road-builders are never proved wrong; in fact, they are always proved 'right': "You see," they say, "I told you that traffic was coming."

The ramifications are quite unsettling. Almost all of the billions of dollars spent on road-building over the past decades have accomplished only one thing, which is to increase the amount of time that we must spend in our cars each day. Americans now drive twice as many miles per year as they did just twenty years ago. Since 1969, the number of miles cars travel has grown at four times the population rate.· And we're just getting started: federal highway officials predict that over the next twenty years congestion will quadruple. Still, every congressman, it seems, wants a new highway to his credit.·

Thankfully, alternatives to road-building *are* being offered, but they are equally misguided. If, as is now clear beyond any reasonable doubt, people maintain an equilibrium of just-bearable traffic, then the traffic engineers are wasting their time--and our money--on a whole new set of stopgap measures that produce temporary results as best. These measures, which include HOV (high-occupancy vehicle) lanes, congestion pricing, timed traffic lights, and "smart streets," serve only to increase highway capacity, which causes more people to drive until the equilibrium condition of crowding returns. While certainly less wasteful than new construction, these measures also do nothing to address the real cause of traffic congestion, which is that people choose to put up with it.

We must admit that, in an ideal world, we would be able to build our way out of traffic congestion. The new construction of 50 percent of more highways nationwide would most likely overcome all of the latent demand. However, to provide more than temporary relief, this huge investment would have to be undertaken hand in hand with a moratorium on suburban growth. Otherwise, the new subdivisions, shopping malls, and office parks made possible by the new roadways would eventually choke them as well. In the real world, such moratoriums are rarely possible, which is why road-building is typically a folly.

Those who are skeptical of the need for a fundamental reconsideration of transportation planning should take note of something we experienced a few years ago. In a large working session on the design of Playa Vista, an urban infill project in Los Angeles, the traffic engineer was presenting a report of current and projected congestion around the development. From our seat by the window, we had an unobstructed rush-hour view of a street he had diagnosed as highly congested and in need of widening. Why, then, was traffic flowing smoothly, with hardly any stacking at the traffic light? When we asked, the traffic engineer offered an answer that should be recorded permanently in the annals of the profession: "The computer model that we use does not necessarily bear any relationship to reality."

But the real question is why so many drivers choose to sit for hours in bumper-to-bumper traffic without seeking alternatives. Is it a manifestation of some deep-seated self-loathing, or are people just stupid? The answer is that people are actually quite smart, and their decision to submit themselves to the misery of suburban commuting is a sophisticated response to a set of circumstances that are as troubling as their result. Automobile use is the intelligent choice for most Americans because it is what economists refer to as a "free good": the consumer pays only a fraction of its true cost. The authors Stanley Hart and Alvin Spivak have explained that:

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Read more on why building new roads doesn't ease congestion

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NORTHWEST MUNICIPAL CONFERENCE
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Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
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A Regional Association of Illinois Municipalities and Townships Representing a Population of Over One Million

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*Affiliate Member

August 6, 2010

Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Blankenhorn,

On behalf of the forty-three members of the Northwest Municipal Conference, representing over one million residents, I would like to thank you for the opportunity to comment on the Draft Go To 2040 Comprehensive Regional Plan. We applaud the hard work of CMAP staff and committees during the three year long development process. The repeated outreach efforts to municipalities and councils of government throughout the development of the Plan were appreciated. As is indicated in the Plan, much of the implementation relies on municipal participation, furthering the case for cooperation between CMAP and municipalities. We urge CMAP's committees to consider the following comments during the final adoption process.

Challenges and Opportunities / Achieve Greater Livability Through Land Use and Housing Sections

The challenges facing municipalities while planning for the future within the larger metropolitan region were well-defined. The overall theme of funding coordination across agencies is very important to local governments and we are encouraged that CMAP looks to become an advocate on the regional level. As our member municipalities plan towards 2040, we are encouraged that CMAP will respect municipalities central role in land use decision making, while at the same time acting as a planning partner and information "warehouse". As municipalities, both individually and cooperatively plan for better communities it is important to have a regional advocate like CMAP for technical assistance and best practices. The implementation recommendations in the Achieve Greater Livability Through Land Use and Housing section is specifically encouraging, especially the compilation of local plans, creation of model ordinances, and continued Planning Commission Workshops.

Invest Strategically in Transportation / Increase Commitment to Public Transit / Create a More Efficient Freight Network sections

We are encouraged by the inclusion of Northwest Municipal Conference priority project Illinois Route 53 extension and two other important projects in the NWMC

area, the Elgin O'Hare West Bypass Project and Metra's Union Pacific Northwest Line upgrades in the fiscally constrained transportation plan. However, we urge the inclusion of projects which have shown positive impacts on the transportation system namely Metra's STAR Line project and the CTA Yellow Line Extension to Old Orchard. Both of these projects are well into the federal Alternatives Analysis process and risk being delayed if not included on the federally constrained project list.

CMAP's modeling results estimate that the STAR Line will cause the largest reduction in auto trips, the largest increase in transit trips and the largest increase in the number of jobs accessible by transit when compared to all other major capital projects. All communities along the line have contributed significant staff time and resources to acquire land or make zoning and comprehensive plan changes at potential station locations. These local investments are consistent with the Go To 2040 Preferred Regional Scenario, which states "The plan will support new transit service or expansion of service into areas that are currently underserved, provided that it is complemented by land use planning and infrastructure investment that supports transit." Additionally, the STAR Line will connect with three existing Metra lines and provide transit access to O'Hare Airport from the suburbs.

CTA anticipates the Yellow Line Extension to carry 1.8 million riders per year by 2030. While the municipalities surrounding the proposed STAR Line are planning for compact transit-oriented development, the current land use and development in the Yellow Line Extension study area is built-up urban development, with a mix of residential, commercial, industrial uses and supporting infrastructure. Significant commercial, office and civic uses are located along Old Orchard Road at the proposed terminus.

The Conference urges the inclusion of these projects on the constrained list to avoid any risk of further delay. Concurrently, the Conference will continue to work with our member municipalities and the implementing agencies on these projects to finalize the Alternatives Analysis process and produce a feasible financial plan.

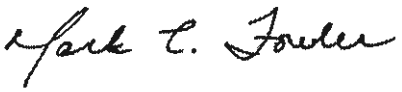
The Northwest Municipal Conference is supportive of the recommendations made in the Public Transit system. NWMC members take pride in the commitment that our communities have made to the transit system, including numerous transit-oriented development projects, and recognize the great benefits that the transit system offers.

In the Freight Planning section, we are encouraged by the recommendation to develop a CREATE II program. As you are well aware, the recent purchase of the Elgin Joliet and Eastern Railroad by the Canadian National has significantly added capacity to a previously low volume freight track, with few funding opportunities now available to mitigate the vastly increased congestion at rail crossings.

Reform State and Local Tax Policy section
The draft Go To 2040 regional plan recommends reforming state and local tax policy with the stated goal of providing adequate revenues and minimizing economic distortions. The draft plan avoids specific recommendations and instead proposes evaluation and analysis of potential reforms. Nonetheless, the Conference urges CMAP to be cautious in pursuing structural reforms. Tax structure and fiscal policy are complex subjects and reform will require thorough examination to reach fair outcomes that ensure the fiscal stability of local governments. Municipalities have invested in and planned for their communities based on current fiscal structures. Consequently, the Go To 2040 plan needs to carefully consider the outcomes, both positive and negative, of potential changes to fiscal policies.

Thank you again for the opportunity to comment and we look to working with CMAP as the final document is developed. If you have any questions on the comments or if the NWMC can be of any assistance, please do not hesitate to contact me at 847-296-9200 ext. 25.

Sincerely,



Mark L. Fowler
Executive Director
Northwest Municipal Conference

DUPAGE MAYORS AND MANAGERS CONFERENCE
an association of municipalities representing 1,000,000 people

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Founded June 19, 1962

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Woodridge

August 6, 2010

Mr. Randall S. Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

Dear Mr. Blankenhorn:

Thank you for the opportunity to comment on CMAP's draft *Go To 2040 Comprehensive Regional Plan.* As you know, DuPage municipalities participated in two primary informational venues regarding the draft plan – the DuPage County public open house on June 15, and a Joint Transportation and Planning forum hosted by DuPage Mayors and Managers Conference (DMMC) on June 24. Thank you for conducting this outreach to our municipalities.

Through these venues, as well as DMMC staff review of the draft Plan document, we have compiled the following comments, which are submitted to CMAP on behalf of DMMC.

- **The process and the product, overall, have been well-organized and representative of a broad base of consensus.** DMMC appreciates CMAP's three-year planning effort. Moreover, we are hopeful of continued engagement as CMAP finalizes the plan, undertakes implementation, and works toward the first plan update in 2014. We encourage CMAP to make *Go To 2040* implementation a dynamic and engaging process.
- **Include an implementation chapter or appendix.** The Implementation Action Area subchapters are excellent resources (listing action, implementers, and specifics). However, implementers will be better able to understand their role across the recommended action areas if these subchapters are compiled into one document.
- **Provide a role for the broader business and economic development community to play.** The Context and Best Practices Chapter outline a role for the development community, including financial institutions, to play in plan implementation. However, a regional plan of the scope of *Go To 2040* also needs public private partnerships to succeed. The overall tone of the plan is that government will help the region achieve the vision by changing how it operates or by itself being supported in the use of best practices. But actions across sectors are needed that encompass the broader business community, and the plan would benefit from including these types of actions.

- **The capital projects evaluation process, overall, is a rational approach to focusing regional resources on projects with the greatest positive impact on the region.** DMMC supports the methodology employed to prioritize the projects in a manner that will create the most optimal conditions to advance a project to construction.
- **Clarify the capital projects evaluation process for future plan updates.** While the approach is rational, the description of the methodology – and the process to engage regional stakeholders – would benefit from improved clarity, greater transparency, and more opportunities for participation. The goal should be complete understanding on the part of sponsors as to how their actions will affect the advancement of their projects, especially projects for which significant study, consensus building, and planning has already been accomplished (i.e. DuPage J-Route, STAR Line, etc.).
- **Approach policies related to congestion pricing and parking pricing with great care and attention to local input.** Congestion pricing, despite the recent studies and forums, is still a very sensitive policy area. Parking pricing is much less studied and is an equally sensitive policy area. DMMC encourages CMAP to fully engage local stakeholders throughout the region and to base implementation on principles of fairness, equity, and mitigation of local impacts. Moreover, DMMC encourages CMAP to transcend case studies and modeling to better understand and "ground truth" the operational realities of introducing these proposed systems.
- **Clarify the role of municipalities in the actions listed in the chapter Increase Commitment to Public Transit.** DMMC appreciates the inclusion of Implementation Action Areas (IAA) around several transit recommendations (i.e. improve fiscal health of transit, modernize the region's transit system, pursue high priority projects, and conduct supportive land use planning). In these IAAs, though, municipalities are included as an implementer, in several cases alongside RTA and the service boards. It is appropriate to consider municipalities as partners in promoting public transit. However, DMMC encourages CMAP to identify a specifically different role for municipalities/local governments than for RTA and the service boards. This will help to clarify the relationship between these different players and help municipalities better understand the implications of their plans and actions.
- **Include opportunities for the participation of older ring suburban communities in reinvestment and redevelopment strategies.** DMMC appreciates the attention to sustainable communities, transit-oriented development, and other redevelopment strategies outlined in the chapter Achieve Greater Livability Through Land Use and Housing. But reinvestment potential is strongly linked to redevelopment costs, and these costs can be higher in older suburbs that are developed to different codes (e.g. the width of older roads and the dimensions of access to older buildings, compared to the size and access demands of current delivery and service vehicles). DMMC encourages CMAP to fully explore the implications of the recommendations in this chapter to ensure that all interested communities can participate in reinvestment.
- **Promote affordable housing within a broader context of supportive land use.** DMMC commends the link made between transit, land use, and housing. But, beyond regulations and incentives for mixed use, higher density, and access to transit, policies that promote affordable housing should also account for more

broadly supportive land uses. This includes proximity and access to shops, retail services, community facilities, and social services. Without a context of supportive land use, affordable units and developments can limit residents' opportunity to enjoy many basic elements of the quality of life. DMMC encourages CMAP to include language to this effect in the chapter Achieve Greater Livability Through Land Use and Housing.

- **Account for municipal differences in tax policy potential.** Forming a Regional Tax Policy Task Force offers the welcome prospect of focusing thorough research and multiple viewpoints on this very sensitive policy area *before* making policy recommendations. DMMC encourages CMAP to fully study and understand the implications of tax policy approach in Home Rule communities vs. non-Home Rule communities. Ideally, CMAP will support policy approaches that allow all municipalities to achieve their potential in this area.
- **Clarify the process for creating new advisory bodies** (i.e. Regional Freight Authority, Regional Tax Policy Task Force, etc.). DMMC supports CMAP's incremental approach toward making new policy, especially the recommendation to seek additional input in key policy areas. DMMC encourages CMAP to specify how these advisory bodies will be recruited, formed, and managed. DMMC also encourages CMAP to include both technical experts and policy makers on these bodies.
- **Clarify how the CMAP Organizational Structure will support plan implementation.** At its beginning, CMAP formed working committees to support the development of the plan. These committees included broad-based representation. DMMC encourages CMAP to include mention in the plan of how these committees will help to implement the plan.

If you have any questions, please don't hesitate to contact me or Executive Director Mark Baloga. Thank you again for engaging our members in the creation of this important tool for regional planning. We look forward to CMAP's next steps in *Go To 2040*.

Sincerely,

David L. Brummel
President, DuPage Mayors and Managers Conference
Mayor, City of Warrenville

Fax

DuPage County -- ROBERT J. SCHILLERSTROM, COUNTY BOARD CHAIRMAN

ECONOMIC DEVELOPMENT & PLANNING 630.407.6700 phone
BUILDING PLANNING STORMWATER ZONING/SUBDIVISION 630.407.6702 fax

Department of Economic Development & Planning

Building Division

To:	CMAP	**From:**	Mark Avery
Fax:	312-454-0411	**Date:**	8/5/10
Phone:		**Pages:**	7
Re:	GO TO 2040 PLAN	**CC:**	

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

GO TO 2040 Comments

Please forward to the proper party.

ROBERT J. SCHILLERSTROM
COUNTY BOARD CHAIRMAN
(630) 407-6060

DuPage County

August 4, 2010

Mr. Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning (CMAP)
Willis Tower, 8th Floor
233 S. Wacker Drive
Chicago, IL 60606

ATTN: GO TO 2040 Comments

Dear Mr. Blankenhorn:

Thank you for your recent appearance and comments to the DuPage County Board regarding the draft **GO TO 2040 (Plan)**. I want to also thank you for your follow-up meeting with County staff on July 14, 2010 to discuss this historic document.

The Plan guides growth in the seven-county metropolitan area. I am confident it fulfills the federal requirements for a long-range transportation plan and requirement imposed by the Illinois General Assembly to integrate land use and transportation in all future planning documents. I believe these tasks have been successfully accomplished and commend you and your staff for an excellent work product.

Having said that, however, it would be unreasonable to assume the County did not have any specific comments to offer in a document of over 400 pages. I do want to assure you, however, that we do so in a spirit of constructive and positive guidance.

LIVABLE COMMUNITIES

The Departments of Economic Development and Planning and Human Services strongly support the concept of livable communities. It is understood, and appreciated, that developing an action plan for such a large geographical area with diverse stages of development is a formidable task. DuPage currently has many municipalities that have developed livability principles (as defined by small "downtown" cores with reasonable density near train stations, bus stops, restaurants, shopping, etc.) and at the same time worked diligently to preserve park lands and open spaces.

As many of our communities are older and virtually built out, there is little opportunity for new development that would implement the livability principles as described above. Some of our municipalities do not have the resources available for a livability and sustainability retrofit. I believe this is an excellent opportunity for CMAP staff to provide local planning guidance to communities as they redevelop.

The Plan promotes proximity and availability of transportation and public transit as an integral component of livability. We strongly agree with that premise, however, the Plan fails to identify funding sources. We understand the Plan focuses on the maintenance of existing service, however, as the population of DuPage County ages and is populated with more immigrants and persons who do not have access to private vehicles, this need becomes more pressing. There must be useable, affordable home-to-work public transit in the suburbs.

Finally, the Plan makes reference to livability and planning implementation of a pilot program modeled after the cities of San Francisco and Atlanta. While we acknowledge much could be learned from this urban model analysis, the County would like to see a similar pilot program with an emphasis on suburban transportation and mobility issues as the significant majority of the land mass under the Agency's planning jurisdiction is suburban.

REGIONAL MOBILITY

We are very pleased Western Access-Elgin O'Hare is referenced as a project of regional significance and are also grateful the roadway improvements associated with the improvements appear on your *Major Capital Projects* as a constrained project.

DuPage has been a strong and vocal proponent of these improvements. Benefactors include the State of Illinois, the City of Chicago and the entire region of northeastern Illinois. Local government revenues are expected to increase significantly as a result of new business and will outpace expected expenses annually. We are excited about the planned mixed-use transit oriented development that can revitalize our local central business districts while concurrently promoting multi-modal transit options. The proposed impacts to our economy will be significant; 44,000 new jobs will be created with the Western Access and the OMP (O'Hare Modernization Plan) improvements.

We fully support the Plan's increased commitment to public transportation. We understand that to be competitive in the global economy, the region must invest in a world-class transportation system that provides the modern and efficient connections between the region's major population concentrations and employment centers.

Additionally, we support and endorse the recommendation to pursue 3P (public-private partnerships) and other innovative financing sources for transit projects. Partnerships can provide additional funding as an alternative to raising public taxes and fees and be more efficient in project design and construction.

Absent additional public transit options, congestion pricing may mitigate traffic congestion, provide options, and is relatively inexpensive to implement. Our critical concern, however, is how the advancement and implementation of this alternative affects the local roadway system. Will there be more congestion on our local major and principal arterials? We cannot impose any additional local costs on governments practicing fiscal constraint.

As noted previously, the County understands limited financial resources have led the Agency to focus on maintaining and improving the existing public transit system rather than expansion. Because the existing system was unilaterally intended for carrying commuters to and from the City of Chicago, there are few quality transit options for the millions of persons in the region who now live in the suburbs, but most importantly, now also work here as well. A postponement of the implementation of quality transit connections for major population and employment centers in the suburbs leads to a further decline of overall regional mobility. This is particularly true for DuPage County residents who, now more than ever, are engaged in reverse commutes and intra-county commutes. It is critically important that we continue to develop a sustainable transportation system that implements transit services to reduce or contain highway traffic congestion in our primary corridors, subareas and employment centers. As you know, a recent Chicago Tribune poll reported residents believe more public funds should be invested in transit improvements versus roadway improvements. A common thread among a series of focus sessions as the County was preparing its updated Strategic Plan was the need for transit alternatives and a growing frustration with roadway delay. We simply cannot build our way out of congestion.

The draft Plan states that transit expansion should be accompanied by land use planning, local infrastructure improvements, and other local actions that support a transit-friendly environment. The County and the DuPage Mayors and Managers Conference (DMMC) are fully committed to ongoing collaboration and the implementation and engagement of the *DuPage Area Transit Plan*. The overarching component of the Plan is a high-speed BRT or light rail corridor – the "J" Route – that provides connections between the large population concentrations in Naperville/Aurora, the I-88 corridor, Oak Brook-Lombard centers, trips to O'Hare, and Woodfield-Schaumburg employment and population centers. It is intended that the "J" Route will ultimately link with the STAR Line. The "J" Route is of critical priority for the County and the region, and I am disappointed to see it has been included on the unconstrained list of the major capital projects. We understand the methodology and rationale that was engaged in the constrained versus the unconstrained scenario. One cannot argue that past Plans both from our planning agencies and our service boards have identified numerous projects far exceeding available resources, many of which may never be constructed. We do not disagree with the notion that our efforts must focus on those projects that can be funded, and more importantly, constructed. We must focus on finding realistic funding mechanisms for public transit growth.

I do wish to offer just a few comments on why we believe the "J" Route should be considered as a constrained project. The route has been included in both the Pace *Vision 2020"* Plan, and the *2030 Regional Transportation Plan.* It is a major component of the Systems Recommendations of the Cook-DuPage Corridor as adopted by the Policy Committee. This is a critical transit link to the proposed I-290 corridor transit extension into DuPage County and Schaumburg. The Route is also a key element of the Elgin-O'Hare-Western Access Improvements, which is included on the list of fiscally constrained projects. The favorable reconsideration of the Route would strengthen the multi-modal dimension of the project. The proposed improvement will provide quality transit accessibility to the Airport for thousands and thousands in DuPage County. Finally, and perhaps most importantly, the Alternatives Analysis (AA) for the Route is funded and work should commence late this year or early 2011.

The Illinois Department of Transportation (IDOT) has launched a preliminary engineering and environmental study for the improvement of the Eisenhower Expressway between Mannheim Road and Cicero Avenue. Serving as the western gateway to the City of Chicago, I-290 is a major link in the transportation network serving northeast Illinois. The corridor is also an important regional multi-modal transportation corridor that includes freight railroads and various modes of public transportation. I am pleased this study has been initiated and will include an examination of all transportation needs, including an HOV (High Occupancy Vehicle) Lane in each direction within the study area. Congestion mitigation and reduced travel times in this corridor are very important not only to the City of Chicago, but also to the Cook County suburbs and the residents of DuPage County. The overall health of our regional economy is dependent upon mobility and the movement of goods, services, and employees. There is an expectation of reliable and convenient multi-directional transport in this heavily travelled corridor. Thank you for acknowledging the regional importance of these improvements by placing the I-290 Multi-Modal Corridor on your constrained list of *Major Capital Improvements.*

The County fully supports the recommended *Major Capital Projects* in the fiscally constrained plan. We believe these projects are representative of the region's emphasis on increased funding for transit as well as addressing congestion, mobility and accessibility needs along critical new or existing highway corridors to better connect population concentrations with major employment and other designation centers.
Not unlike predecessors to this Plan, we agree the region must continue to prioritize funding to maintain and strategically enhance our existing transportation systems and investments. Advances in pavement management and preservation techniques will allow local agencies to implement systematic and scheduled maintenance activities to extend the useful service life of our roadways more cost effectively than in the past.
Increasing construction costs have dramatically decreased the purchasing power of our limited financial resources. While the region may have little control over these cost increases, more efficient project delivery can offset the adverse cost impacts due to delays in bidding projects. It is essential that preliminary and design engineering procedures, schedules and oversight be streamlined so projects can advance to construction as quickly as possible.

The County recognizes and respects the ultimate authority of the MPO Policy Committee with regard to additions, changes and/or amendments to the Transportation Improvement Program (TIP). However, past practice has been for the Committee to rely heavily on the programming decisions brought forth by the various agencies through a structured evaluation and/or selection process which reflects the priorities of the region. The County is not aware of any instance wherein agency-driven projects have not been consistent with the priorities to the predecessors of this Plan. In that regard, we would recommend that the Plan Action Area #1 (Chapter 5) – Item #3 be modified to reflect the current established process.

Human Capital

The draft Education and Workforce Plan stresses the importance workforce development has on the overall economic vitality of the region. The DuPage Workforce Board is a strategic partner in DuPage County with the Regional Office of Education, the College of DuPage and the Choose DuPage Regional Economic Development Corporation. As a strategic partner with these others, the following comments are offered for your consideration.

A coordinated system with workforce development, economic development and the P-20 educational system as partners is critical. Solely strengthening the role of just the Community College System will not resolve any issues. The workforce development boards must be used as a bridge between education and business to make sure our educational institutions are meeting the needs of area businesses. DuPage County has a highly educated workforce, many of whom are currently unemployed because their skills do not match the needs of business in this new economy. Every training institution needs to be better connected to the ever-changing needs of business. The importance of business actively participating in workforce and education on a continual basis cannot be overstated. Without them, career pathways do not exist. Employers are a critical partner in developing a competitive workforce, and their role needs to be better and more strongly articulated.

One obvious omission in the *Data and Information Systems* section is the National Career Readiness Certificate. A great deal of work has already been done by ACT by mapping the certificate levels to job skill requirements. What better coordination than for Economic Development to have the number of workers with the right skills for an employer?

Under *Improve Delivery of Workforce Services*, the State is a recipient of workforce funds through WIA, and those funds must be better integrated to support and expand regional programs.

Educational attainment over the course of an individual's career should be stressed. Building blocks of transferable credits and skills as individuals move between employers and change careers over a lifetime are the new reality.

With regard to more general economic development issues, the County is pleased to see the cluster-based approach to economic development is consistent with language in the Plan, particularly as it relates to the established framework for future retention and attraction efforts.

We note the Plan is somewhat remiss in not emphasizing more strongly the need and importance of private sector leadership, particularly in the area of cluster research. This is an area where the private sector employers have extensive experience and unparalleled expertise.

The Plan should either address or empower local economic development staff to lay out a working plan that strives for more collaboration and improved working relationships between the various layers of economic development planning at the local, county and state levels. Roles and responsibilities at each level should be more clearly delineated. While staff understands this is a regional plan with a long-term investment and life, it may be helpful to articulate some tactical strategies that can be utilized and implemented as economic conditions vary from year to year. Perhaps an example that resonates would be an annual element component to a multi-year plan.

EFFICIENT GOVERNANCE

The County agrees with your statement that State, and particularly local tax policies, should encourage local decisions that make appropriate use of land, generate sound employment and a strong workforce as well as sustaining robust economic activity.

I believe DuPage County government, through its County Board, Forest Preserve Board, Board of Public Health, and municipal governments, functions very well on behalf of the people of DuPage County. I further believe every special unit of government should be regularly reviewed to determine if it is of value to the constituents it is deemed to serve and that they truly receive value for their tax dollars.

DuPage County appreciates the opportunity to review the draft Plan and submit commentary during the public comment period. Once again, we commend the efforts of CMAP and staff in drafting a comprehensive, regional Plan that we believe will provide positive guidance in attaining unprecedented prosperity both now and in the future.

Sincerely,

Robert J. Schillerstrom

Robert J. Schillerstrom
Chairman
DuPage County Board

COUNTY OF WILL

WILL COUNTY OFFICE BUILDING • 302 NORTH CHICAGO STREET • JOLIET, ILLINOIS 60432

James Moustis
Will County Board Chairman
815-740-4602

Lawrence M. Walsh
Will County Executive
815-740-4601

CMAP *Go To 2040* Draft Comprehensive Regional Plan
~Will County Comments~
7.30.10

Will County leadership commends CMAP for taking on the complex process of developing the region's first comprehensive plan and for their efforts in identifying many of the key quality of life issues faced by the region. Will County appreciates CMAP's efforts to put together a policy based plan, versus a detailed land use plan. Community planning assistance, best practices education, large-scale issues identification and regional policy discussion are areas in which CMAP can most effectively contribute to improving the way the region grows and changes.

About CMAP **P. 16**

- While CMAP has admirably put together a regional plan that addresses a large list of interconnected issues to more comprehensively outline all of the issues facing the region, its focus should be more on the day-to-day operating basis consistent with the original charters of its predecessor agencies, CATS and NIPC. Land use issues and transportation issues remain the crux of the regional issues that our counties and municipalities need assistance with and are complex, detailed issues to begin with. If CMAP attempts to provide day-to-day expertise in all areas addressed by the Plan, it will no doubt have a hard time being a true expert in anything. Concern/Suggestion.

Challenges and Opportunities Chapter **P. 23**

- The term "livability" is becoming more mainstream, but the true meaning of the word is still broad and largely misunderstood by the public. CMAP has done a good job of detailing the many potential facets of what "livability" means and in giving good examples of ways to achieve "livability." Support

- The plan recognizes that "local interpretations of "livability" and that definition of terms like "mixed-use" and "higher density" vary community-by-community and should ultimately be decided by each community based on each community's unique characteristics and plans. Support.

- The Plan recognizes that there is no "one size fits all" to determining livability in a community. Each community must assess itself to understand how it can effectively and appropriately increase "livability" locally. Support.

- The plan recognizes that future growth will occur in suburban areas, not just urban areas, but more emphasis should be placed on the overall expanding contribution of the suburbs to the future of the region's overall development and bottom-line. Support/Concern

- The Plan promotes new development in urban and suburban areas based on features of livability such as support for walkability and public transportation. Support

- "*One important conclusion of livability is that local governments have a central role in making it happen. Livability is highly influenced by municipal and county land use planning decisions, infrastructure investments, and other policies.* Support.

- P. 28 - Factors of Economic Growth-2nd paragraph: *"Business location decisions……Many of these factors ignore jurisdictional boundaries……and should be addressed regionally."* We believe that business location issues should be addressed at the local level. Concern/Question

- P. 32 – Transportation-6th paragraph: *"Prioritization of investment presents a considerable challenge because of the variety of ways that transportation affects our region. It has direct impacts on safety and security……".* Much of the larger transportation section focuses heavily on the benefits of economic development that might come from a particular infrastructure improvement. While economic development is very important to the region, lives are more important. Safety should be the #1 priority and most heavily weighted factor contributing to any type of project prioritization. Concern/Suggestion.

Livable Communities Chapter

- P. 3 & 16 - CMAP upholds the long-standing tradition of local control over zoning and land use decisions. A stronger and more meaningful statement that aligns with CMAP's acknowledgment of the role of local government as policy maker and implementer would be for this statement to say "CMAP supports the long standing tradition of local control over zoning and land use decisions zoning control and land use decisions. Support/Concern

- P. 3 - CMAP supports technical assistance through increased grant funding for local planning and ordinance updates. Support.

- P.3 CMAP recognizes Counties and Council's of Government role in encouraging and facilitating local collaboration. Support.

- P. 62 – Land Use & Housing Implementation Action Area #2 Matrix. Add "counties" to each box under implementers on pgs 62-63. Suggestion.

- The Transportation portion of this section should discuss the growing national priority for programs that promote and implement tele-commuter/tele-work options and flexible work hours. Many workers in the region do not have these options. Tele-commute/tele-work

options and flexible work hour's programs also reduce emissions and promote a higher quality of life for workers who care for family members at home. Concern/Suggestion.

- Congestion pricing is promoted at several different points in the Plan; however the region still needs to have a complete dialogue about the pros and cons of congestion-pricing. The current ISTHA/MPC congestion pricing study assumes that there will be lanes added to some of the regional expressways to accommodate congestion pricing versus converting an existing lane to congestion pricing. This scenario draws more vehicles onto our roadways and therefore promotes more travel by auto. Before fully promoting congestion pricing, the CMAP Plan should make it clearer that the pros and cons need to be more fully addressed. Suggestion

- P. 96 – Water & Energy Implementation Action Area #2 Matrix. Add "counties" to implementers' box for "*Accelerate use of efficient appliances/fixtures through* ***green code adoption" and "Promote rainwater harvesting for non-potable indoor uses."*** Suggestion.

Regional Mobility Chapter

- Changes to the currently arbitrary 55/45 funding split between Northeastern Illinois and downstate Illinois should be changed favoring the more populated and economy-driving northeastern Illinois region. Support

- Anti-diversion laws should be passed to protect transportation funding from being spent in other areas. Support

- P. 6 & 150 (several places throughout) - The Plan advocates the use of "performance-driven criteria" and "evaluations" to determine which transportation projects should receive funding. While most people recognize that limited dollars and increasing needs in the region, require a better prioritization of the projects that receive funding, these "criteria" and "evaluations" are largely misunderstood. In order to promote and effectively prioritize project funding in a new way, these "criteria" and "evaluations" must be better explained to project implementers, the MPO Policy Committee and the CMAP Board. In order for prioritization to truly work, there must be buy-in to the methodology behind the prioritization. Concern/Suggestion.

- P. 7, 151 & 174- The Plan recommends increasing the state gas tax, federal gas tax and implementing congestion-pricing to begin increasing funds for transportation projects and combating congestion. We believe that advocating a funding mechanism is an inappropriate role CMAP role. However, if there are to be state and federal gas tax increases, it should be stressed that the percentage of dollars distributed to the locals should also be appropriately increased or at a minimum, remain the same. Also, while the Plan heavily promotes congestion-pricing it makes no mention of certain things that should accompany it in order for it to be truly successful without over-burdening already cost-concerned commuters; things like flexible work hours and tele-commute/tele-work options. Concern/Suggestion.

- P. 152 – Due to increasing transportation costs and needs, it is important to prioritize project funding as the Plan suggests. However, the criteria that were used for prioritizing the projects in the "constrained" portion of the Plan are vague and not easily understood.. Priority funding of projects should go to those projects that have already begun and will reach design approval (for roads) or alternatives analysis (for transit,) within the next 3-5 years. These projects are already part of a public process and have already had public funds spent on them. The Plan needs to provide a more detailed explanation of how the projects on the current constrained list were selected as regional priorities and how projects on the unconstrained list can move forward. Concern/Suggestion.

- P. 169 – Public Private Partnerships, 1st paragraph – Language should mention the Illiana P3 legislation. Concern/Suggestion.

- P. 172 – Implementation Action Area #1 – Are transit agencies comfortable with suggestion to turn New Start Program into a program that also funds existing infrastructure instead of just expansions as it currently does? What program will dedicate funding to expansions, then? Question.

- P. 222 – Air freight paragraph contains only mention of the South Suburban Airport (SSA). Many folks keep asking why the Plan doesn't address airports. The beginning of the Plan should explain why airports are not considered in the comprehensive planning process and should at least generally mention that demographic and projection assumptions in the Plan assume that the SSA will be built. Concern/Suggestion.

- More acknowledgement of Will County's role in the future of freight in the region should be highlighted. Will County is currently playing a huge emerging role in the region's freight future and will continue to do so given the assumption that the Illiana and the SSA will be built. Concern/Suggestion.

Create a More Efficient Freight Network

- More needs to be said about how we can use intermodal growth to bring higher end jobs. Concern/Suggestion

- There is no discussion of the necessary ancillary uses needed to support the trucking industry (motels, fuel, truck stops, repair stations, etc). Concern/Suggestion

- More discussion is needed about use of waterways. Concern/Suggestion

- More discussion is needed about how to minimize the negative effects of the trucking industry on our region (roadway damage, safety, congestion. Question

- More "investment" in freight systems is discussed, but what investment level are we talking about? A mega rail and trucking corridor similar to Alameda, CA, or a patchwork of small to medium fixes? Concern/Suggestion

Improve Education & Workforce Chapter

- Better data systems and coordination mechanisms are needed to ensure that the system responds to true employer needs. This coordination can only occur if there is a collaborative partnership between workforce investment boards, all levels of educational and training providers, economic development professionals and employers. Support

- There seems to be a lack of understanding and inclusion in this section regarding the important role that the individual workforce investment board makes and of the regional collaboration that occurs between the 8 boards in the Chicago metro region *(Workforce Boards of Metro Chicago)*. CMAP formed a committee of workforce professionals but failed to include many, if any, of their recommendations in the plan. Who should play the major role in developing the workforce is probably not the best role for CMAP and is better left to the workforce professionals. Concern

- The significant focus on community colleges seems to indicate that they are the only workforce training entity and the repetitive mention of increasing their role to the exclusion of other training entities (4-year institutions, proprietary schools, vocational programs, apprenticeship programs, etc) provides an unbalanced view of the important role that many other organizations are playing and must play in the future. Again, CMAP formed a committee of workforce professionals but failed to include many, if any, of their recommendations in the plan. Who should play the major role in developing the workforce is probably not the best role for CMAP and is better left to the workforce professionals. Concern

- There needs to be more language included discussing the role of economic development agencies and their participation in the workforce system. Suggestion.

- This section seems to use the words *workforce* and *education* interchangeably when they have different connotations to readers. Concern.

- The focus on a coordination pilot program between "freight/logistics? And "energy" industries may be appealing due to the recent focus the region has placed on these two sectors, however neither are necessarily the most critical industries to the region. Concern.

- P. 252 makes a key statement identifying that the most critical thing regarding workforce that Go To 2040 supports is a stronger role for community colleges. This entire paragraph seems to push focus towards the community colleges and does not acknowledge the work already being jointly done between the Workforce Board of Metro Chicago, the community colleges in the metro region and the One-Stop system. A strong partnership that deserves acknowledgment already exists at the regional and local level. Perhaps distinctions should be made between systems that work well in the city versus those that work well in the suburbs. Concern/Suggestion.

- The focus on career pathways is mentioned only briefly and is limited in scope to community colleges, again. There has been some incredible work done on career pathways by non-profits, and community based organizations in the metro region. CMAP formed a committee of workforce professionals but failed to include many, if any, of their recommendations in the plan. Who should play the major role in developing the workforce is probably not the best role for CMAP and is better left to the workforce professionals. Concern

Efficient Governance Chapter

- P. 323 – Implementation Action Area #1 Matrix: All project implementing agencies and federal and state regulatory agencies should be included in the implementers' box for "*Realign current programmatic and review responsibilities both in transportation and non-transportation areas, to support Go To 2040.*" Concern/Suggestion

Sincerely,

James Moustis
Will County Board Chairman

Sincerely,

Lawrence M. Walsh
Will County Executive

The Will County Governmental League and its member communities would like to commend Bob Dean and your staff on the GoTo 2040 Plan. This plan provides a clear vision of where the region can be with proper planning and resource allocation. There are however, areas of concern, and agreement, within the plan. Due to the scope of the plan the WCGL has chosen to focus our comments on the Implementation Action Areas, as these are the actual recommended next steps of the this plan.

Livable Communities

Land Use & Housing

#2 Provide Technical Assistance

The WCGL fully supports CMAP creating a "menu of assistance offerings." This would allow communities to be fully aware of all the services offered by CMAP and would allow the municipalities to take advantage of CMAP's technical expertise when they feel it necessary.

#3 Support Intergovernmental Collaboration

The COGs currently provide much of this support to our member communities when it is a priority of the respective memberships. CMAP may not be fully aware of all of the collaborative efforts that the COGs are involved in with their member communities. Perhaps some of this confusion could be solved by appointing a single CMAP staff member to work with each COG on their issues instead of steady rotation of which ever staff member is available the day of COG meetings.

The WCGL is very supportive of the initiative of bringing communities from different COGs together that may be facing similar issues. This is something that the COGs currently do in major issues but not on smaller planning ones that CMAP would be more aware of because of their specific role in the region.

#4 Link Transit, Land Use, and Housing

WCGL would like to be sure that when CMAP suggests requiring supportive land use for new transit investment that having plans for supportive land uses if funding for the transit investment is made is acceptable. Requiring supportive land use before the transit investment can be made would put our member communities, and any in the growing areas of the collar counties at a crippling disadvantage.

Financing of Local Planning

The opening paragraph of this section needs to be reworked. Local elected governments do not need a lecture from a bureaucratic organization like CMAP on their fundamental responsibilities. Local governments are responsible to the people by whom they were elected. Their responsibility is the responsible use of those citizen provided tax dollars, which may, or may not include the ideas included in this plan.

Water & Energy

#1 Implementing Energy and Water Retrofit Programs

Requiring water retrofits as a condition on the sale of a home could add enormous expenses to the the sale of a home for both the buyer and seller. Additionally, the cost to municipalities to inspect each home could be very high. The Northeast Illinois Regional Water Supply Planning Group has already rejected this idea, during their 3 years of meeting. WCGL is disappointed to see this rejected idea brought up again in this plan.

#3 Pricing
The issue of municipalities taking over maintenance responsibility is one that needs further review before it should be recommended. This has possible legal ramifications in terms of liability that municipalities may not be willing to take on. The costs could far exceed any fees brought in from charging a storm-water fee.

#5 Local Governments as Early Adopters of Sustainable Practices
There are many good ideas in the section but the WCGL is concerned about the costs associated with these measures. Where are municipalities going to get these funds?

Parks and Open Space
This section contains many points on improving cooperation between local taxing bodies for the purpose of improving parks and open space a goal the WCGL supports. The one concern that comes up throughout this section are the many calls for increased funding from the federal and state government for these types of projects. These dollars have to come from somewhere and with the federal and state budgets being in the state they are the WCGL is concerned about where these dollars would be generated.

Local Food
This entire section seems beyond the scope of CMAPs mission as well as, their technical ability to provide assistance in this specific area. This section also calls for increased federal and state funding to support fresh food initiatives that those levels of government currently do not have available.

Regional Mobility
Transportation Investments
#1 Find Cost and Investment Efficiencies
The WCGL is in full support of a change in the traditional 55-45% split between northeast Illinois and downstate. This traditional split will only continue to allow the degradation of infrastructure in northeast Illinois.
One area of concern in this section is the development of evaluation criteria for the selection of major capacity adding projects. The WCGL would like to see this criteria be flexible to allow for the different types of development patterns that have, and will continue to occur, across our diverse region. The measures used should not favor one part of the region over another. The evaluation should be against areas and projects of similar size not simply all lumped together into one matrix for evaluation purposes.

#2 Increase Motor Fuel Taxes in the Short Term, and Institute a Replacement in the Long Term
At this time the WCGL is in agreement that there does need to be an evaluation of how our nations infrastructure is funded as cars become more and more fuel efficient, however, at this time we are not ready to support any changes without further study.

#3 Implement Congestion Pricing on Select Road Segments
The WCGL's concern with congestion pricing is its impact on local streets. Impacted local streets could put a large financial burden on communities with already limited resources. This burden could be eased with a portion of the revenue being generated from the managed lanes being set aside for improvements on the impacted local streets. WCGL favors pilot programs to gather that data.

#5 Find Other Innovative Finance Mechanisms
The WCL fully supports the continuing development of public private partnerships in Illinois for infrastructure projects. That is why our organization supported legislation for a pilot program to be conducted on the proposed Illiana Expressway for this type of development.

Public Transit
The WCGL is in agreement with the implementation action areas under public transit. There is only one area of concern, density around transit. The WCGL wants to be sure that the density levels surrounding public transit fit within the context of the surrounding community. There should be no cookie cutter standard for density surrounding transit. It should be based on what is appropriate for each situation.

Freight
#2 CREATE Rail System Improvements
With the increase in rail traffic in Will County associated with the BNSF and UP facilities rail system improvements have become a top priority for the WCGL. The WCGL has supported CREATE in the past and continues to do so, however, the WCGL would like to see an emphasis placed on adding additional improvement projects to CREATE or an expedited development of CREATE II for the collar counties. As improvements are made under the CREATE plan and intermodal facilities the size of the UP Joliet Yard and BNSF Elwood Yard open the need for a comprehensive freight plan is more important to our communities than ever before.

#3 Regional Trucking Improvements
Along with an increase in rail traffic in Will County truck traffic has continued to rise as our county becomes a global inland port. The WCGL supports the study of truckways or dedicated truck lanes on future infrastructure improvements.

#4 Organization and Public Policy
Establishing a Freight Authority should be studied further before recommending its creation. This issue should be fully vetted before it is recommended.

Efficient Governance

Tax Policy

The WCGL recommends having one municipal representative from each of the counties not just the two recommended in the plan. The WCGL also recommends having a county representative from each county and not just one from Cook and one from the collar counties. Each county faces different challenges and should be afforded the opportunity, as the groups with authority over some of these issues, to have a seat at the table as these recommendations are made.

Coordinated Investments

#1 Take a Regional Approach to Federal and State Investment

The WCGL supports working together collaboratively as a region on increasing funding for our region and finding new innovative funding mechanisms. The concern the WCGL has is that when making funding decisions that each part of the region is looked at in its own context. A project that may be very beneficial in a smaller community may not be able to match scores with a similar project from a larger community but would nevertheless have an important impact in that smaller community. There needs to be some level of recognition of the importance of improvements throughout the region, not just in the more densely developed city centers.

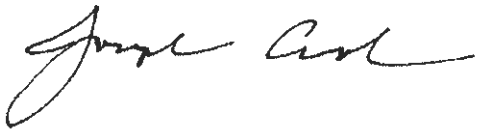
#2 Reform State and Federal Policies and Programs

The WCGL is concerned over what is meant by "empowering existing regional institutions, especially MPOs." The WCGL would oppose any empowering of the MPO at the expense of local governments autonomy. The WCGL has in the past opposed making the MPO the ultimate decision making authority on regional investment.

#3 Support Efforts to Consolidate Local Services

The WCGL is continuing to work the MMC on these types of issues. It is important that these types of issues are fully vetted and all of the consequences are understood before any changes are made.

We would like to thank the CMAP staff for this opportunity to comment on the GoTo 2040 Plan and for their efforts to see that the needs of our members are met.



Mayor Joe Cook
President, Will County Governmental League

LakeCounty

County Board Office

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August 3, 2010

Randal S. Blankenhorn
Executive Director
233 South Wacker Drive
Suite 800
Chicago, IL 60606

RE: *Draft* GO TO 2040 Plan

Dear Mr. Blankenhorn:

I Context of Comments

Thank for the opportunity to share our input into the GO TO 2040 Draft Comprehensive Plan. I commend CMAP for involving stakeholders and the public in this important process that will guide the future of our region.

The plan recommends numerous actions in four themes that certainly must be addressed for our region to grow and thrive. While the actions are well-intended, the plan is rather grandiose, and raises significant concerns related to its implementation.

Any implementation of the *GO TO 2040* Plan will be determined by legislative action. The items currently in the plan are just too immense to approach the General Assembly all at once. The plan's implementation should be programmed by CMAP which will be more extensive, inclusive, and more costly. Without a prioritization strategy, the good work and positive results thus far will not advance, and progress will be stifled. We Shouldn't let that occur.

Many of the topics in *GO TO 2040* are also included in the Lake County Strategic Plan. The County recognizes that to achieve these goals, we need legislative authority, and that is one of our strategic objectives.

For example, "congestion pricing" is proposed as a revenue source for transit modes in a highway corridor. Politically, congestion pricing would have to be first installed on a new highway facility, not an existing highway facility. Further, the public purpose of asking drivers to pay more would have to be well understood to be politically acceptable. Take the Central Lake County Corridor Facility (AKA IL Rte 53)-it's one of the few new highway facilities. Would the public accept congestion pricing to keep the traffic down to the capacity provided, and use the revenue to provide other corridor

improvements, highways and transit, for those who choose not to pay the congestion price? An interesting component of a CSS, EIS study.

II Meeting of July 20, 2010

The County appreciates the high level meeting that took place with CMAP to discuss the GO TO 2040 Plan. As discussed, the County has general topic areas of interest that serve as the basis of our written comments:

- Lake County Strategic Plan
- Transportation Capital
- Work Force
- Health
- Livable Communities

1. What can be done?

2. The County is concerned about **implementation and the priorities. What are the top 3 or 4 of the plethora of the many policy issues in *Go TO 2040* Plan for Lake County?**

3. **What does Lake County want to have happen in the future?**

The items of importance to Lake County for "regional agency advocacy" can be assembled from the Lake County Strategic Plan:

A. Make Transportation improvements happen.
The Central Lake County Corridor Facility is built.

B. Put job creation in better balance.
Economic job growth not continued over-built residential growth is a Lake County need to sustain our quality of life.
(Poor understanding of job creation leads to poor description of how to assist-Page 10).

C. Lake Michigan Drinking Water.
Northwest Lake County receives Lake Michigan water.

D. Change in Illinois Tax structure.
Counties are particularly structurally limited by revenue sources and this will impede their supporting regional goals in a sub-regional environment.

III Specific Comments on IMPLEMENTATION

Lake County feels that the regional consensus approach that is imbedded in the enabling statutes of CMAP needs to be carried forward as a statement in the *GO TO 2040* Comprehensive Regional Plan. This must be a guiding principle for the establishment of any and all Task Forces reporting to the CMAP Board on the immense policy items on which the General Assembly will need to act. It is not sufficient that the CMAP Board will have to act in a regional consensus fashion because Task Force recommendations have to have been formulated in a regional consensus fashion in the first place. Of particular need is the adequate and effective representation of local governments, county and municipal, on such Task Forces.

IV Specific Staff Comments

The attachments include comments from County staff on aspects of the GO TO 2040 Plan.

Attachment	Topic
A	Major Transportation Capital Projects Lake County Division of Transportation
B	Lake County Workforce Investment Board
C	Livable Communities Lake County Health Department and Community Health Center's
D	Livable Communities Lake County Planning, Building and Development Department

Sincerely,

Suzi Schmidt, Chair
Lake County Board

GO TO 2040 Comments

Attachment A. Major Transportation Capital Projects
LCDOT

Lake County agrees with premise stated in the plan that the region's transportation network is integral to the prosperity of northeastern Illinois. Concurrently, we also agree that investment in our transportation system has not kept pace with other industrialized areas of the world potentially jeopardizing our position as a major player in the global economy. Having said this, Lake County supports the fiscally constrained major capital projects included in the *GO TO 2040* Plan. More specifically, we are pleased with and strongly supportive of those major capital projects identified for implementation in Lake County. Foremost of these is the Central Lake County Corridor project that has been included, in one iteration or another, in each of the regional transportation plans adopted for northeastern Illinois since 1962.

The Lake County Strategic Plan is in concert with the implementation of the major highway projects in the *GO TO 2040* Regional Plan. Lake County spearheaded the completion of a two-year feasibility study by the Governance Board of the Route 120 Corridor Planning Council. The end result of the feasibility study is a Unified Vision for land use and transportation facilities for what we now call the Central Lake County Thruway. Eleven municipalities and the county have endorsed the Central Lake County Thruway.

The recommendation for the Central Lake Thruway is for a four-lane, limited access regional arterial highway, with a by-pass along seven miles of the existing road. This project coincides with the east-west portion of the Central Lake County Corridor in the *GO TO 2040* Regional Plan. The funding for this hybrid highway will in all likelihood also be hybrid of public and private financing.

What needs to happen next is undertaking of a federally-eligible Phase I Preliminary Engineering study, by a regional highway authority. The County is leading the effort to add onto the federal earmarks already in place for the Phase I Study.

The north-south portion of the Central Lake County Corridor in the *GO TO 2040* Plan, the Route 53 extension, was the subject of advisory referendum on the April 7, 2009 ballot in Lake County. The results were 75.7% Yes and 24.3% No.

The Lake County Board's Strategic Plan calls for building regional consensus on transportation solutions and supporting regional highway authorities, such as IDOT and/or the Illinois State Toll Highway Authority, in their use of context sensitive design and solutions for an integrated system of roads and transit improvements for the IL 53 and IL 120 corridors.

TRANSPORTATION FINANCING & TAX POLICY

The Go To 2040 Plan differs from its precursor plans in terms of the number of capital projects included in the constrained list. Past plans have generally included ambitious lists of projects but the list of those that have been accomplished or actually implemented is comparatively sparse. The method employed to reasonably ascertain the financial resources that will be available to implement components of the 2040 plan

is worth mentioning as it is apparent that ever larger portions of what we may expect to have at our disposal over the next thirty years will be necessary just to maintain the existing infrastructure. This will result in far less money available for capital projects. Past plans have included language relating to alternative funding sources and mechanisms but we really think it is time to have a serious public discussion on how we are going to fund the infrastructure for the 21st century and beyond. And this discussion needs to go beyond just transportation funding. A discussion of transportation funding "in camera" without addressing the current tax policy would seem to be of little use as how we currently fund schools, municipalities, transportation and a plethora of other public agencies and institutions is interrelated. We really cannot realistically continue on as we have in the past; it is just not sustainable. Lake County supports having a meaningful public debate on the various possible alternative funding issues that leads to meaningful change.

GO TO 2040 Comments

Attachment B. Lake County Workforce Investment Board
7/2/1010

At the last Executive Committee meeting, a representative from CMAP (Annie Byrne) gave a brief overview of the draft plan now out for public comment. The Committee had questions on how the Plan would support regional industries, in particular focusing on assistance to help in the identification of industry sectors and how best to assist their competitiveness. There was also discussion about support for regional efforts to provide technical assistance for development of a Technical Corridor. Annie indicated that CMAP stands ready to participate with technical assistance, particularly in the area of data collection and analysis.

As for comments on the draft plan, the Workforce Boards of Metro Chicago will provide comments directly.

Generally the comments focus on:

- Overemphasis on proposed use of Community Colleges
    - While the College of Lake County is an active training provider and a large number of Lake County participants go through their programs, they are one of thirteen training providers that operate under the jurisdiction of the Lake County WIB.
    - The Community Colleges have been working to move beyond their semester based systems, but to date, the vast majority of their offerings remain tied to that schedule. For the vast majority of WIA participants that schedule results in unnecessary delays in starting training.
    - Statewide, community colleges account for 15 % of the Workforce Investment Act training dollars used to provide training for individuals – proprietary schools account for 23% with universities accounting for 15%.
    - Efforts for promotion of workforce development should be explored and expanded with all levels of education system and not just reliance on one sector.

- Improving coordination between Community Colleges, Economic Development and Workforce Development
    - The Workforce Boards of Metro Chicago, which is comprised of the eight workforce boards encompassing Cook, DuPage, Grundy, Kankakee, Lake, Livingston, McHenry, and Will counties, has been working since its inception some eight years ago to collaborate on regional efforts to promote workforce development.
    - There have been new attempts to increase coordination with community colleges. Those attempts are at an early stage – a small working group will be formed to develop some projects of mutual interest.
    - Agree with statements that availability of trained workforce is key aspect for promoting economic development. Workforce development programs

are vital to ensuring that the full range of incentives is available for a successful economic development program.

- Data Collection and Use of Information
  - Advocates the expansion of the CWICstat *(Chicago Workforce Information Council)* data collection and analysis system throughout the region.
  - IDES is a vital provider of information that has been excluded in the draft report. They should be included in the implementation section.

- Increased flexibility for use of training funds
  - The federal government has placed strict guidelines on use the training funds. Education efforts have been undertaken to provide information to legislators at federal and state levels promoting benefits of vibrant workforce development system. More work is underway with particular focus on reauthorization of Workforce Investment Act.

GO TO 2040 Comments

Attachment C.

Livable Communities
Lake County Health Department and Community Health Center's

Lake County Health Department and Community Health Center's Comments
CMAP's Go To 2040 Plan

One of the *GO TO 2040* plan's central goals is to create livable communities. Livability supports reinvesting in existing communities, pursuing opportunities for more compact, walkable, and mixed-use development, and providing a range of housing options – investments that provide significant cumulative effects on overall regional livability, economic prosperity and a community's local health status.

Health's inclusion in *Go To 2040* regional master plan provides a rare opportunity for public health to be engaged in long range planning for which the Lake County Health Department and Community Health Center is appreciative. As "health" is more than medical care; as a variety of factors determine the health of individuals and a community. Referred to as "underlying determinants" these factors include income and poverty, employment, social status, cultural beliefs and practices, level of educational attainment, environmental conditions, genetics, individual behaviors, in addition to the quality and utilization of health care services.

Why should health be included? GO TO 2040 points out public sector spending on health is high. Health ranks third among discretionary expenditure for the federal government behind transportation and education (p329); first among state expenditures, when grouped with social services (p337-338, 344); and first among county expenditures (p362.). Counties are identified particularly relevant places to address the link between health and the build environment, because they have the authority to address transportation and land use as well as health (p.12, 367,369)

Go To 2010 also does a good job at identifying those connections between physical planning and encourages those with responsibilities for land use regulation, ordinance development and transportation planning to take into consideration their ability to influence education, recreational land use, food and hunger, civic engagement, workforce and health. The Lake County health Department and Community Health Center would like to see county departments of health be included in these planning and development efforts so they can represent public health strategies and evidence based interventions – issues we know will work to reduce health care cost and improve health and well-being. Focusing on prevention strategies and promoting wellness, enhances our physical health by connecting it to our physical environment issues beyond health insurers and individual medical providers.

GO TO 2040 Comments

Attachment D.

Livable Communities

Lake County Planning, Building and Development Department

Review of the Livable Communities Section of the Chicago Metropolitan Agency for Planning *GO TO 2040 Comprehensive Regional Plan*

With respect to land use, the most important finding of *GO TO 2040* is that "The region's development over the last several decades has resulted in a pattern of land use that is not sustainable" (page 51[1]), and therefore, "the region should alter the trend of land use that emerged over the past several decades, in favor of a development pattern that promotes livability" (page 52).

Whether or not *GO TO 2040* will go beyond primarily being a manual and actually prove to be a plan, a plan that is able to enhance livability as it is described throughout *GO TO 2040,* will depend upon how aggressively CMAP approaches implementation. The Lake County Planning, Building and Development Department looks forward to the prospect of working with CMAP in implementing the recommendations that will promote livable communities in Lake County and throughout the region.

Lake County supports the concepts outlined in the plan but caution you on implementation. Directing resources into "established" communities on the surface is a positive statement can in fact stall economic growth in Lake County. Lake County has a Brownfield program and offer financial incentives to redevelop but we don't limit infrastructure to greenfield sites. Wisconsin is our northern boarder. For us to say we drive where a company will locate is a fairly tail. We provide site analysis and assist companies on expansion and or relocation. Any limitation with infrastructure funding or economic incentives that put these sites at a disadvantage would have a negative impact on our ability to attract and retain jobs. There should be additional incentives for Brownfield cleanups but not associated with infrastructure funding or economic development incentives.

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[1] Quotes and page numbers are to the *GO TO 2040 Comprehensive Regional Plan Draft* on the CMAP website.

August 6, 2010

Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Randy:

Thank you once again for presenting the *Go to 2040* plan last week and seeking comments and suggestions from CNT staff. CNT is very pleased with the direction that the plan has taken and with the emphasis it places on housing and transportation affordability, transit oriented development, and energy and water resources management. As you know, our research documents that compact, mixed use, mixed income developments are essential for growing sustainably. Communities can and should do more to accommodate growth in this fashion. This letter records much of our discussion on the 21st. We hope these suggestions find their way into the final document.

Livable Communities

Land Use and Housing

The land use and housing section focuses on infill development, the redevelopment of vacant and underutilized land in existing communities, and lowering the combined cost of housing and transportation as key indicators with targets that the region should be tracking. These are certainly important but equally significant is the fact that the current recession has resulted in numerous partially built subdivisions that may never be completed—an issue that may not resolve itself even once the economy recovers. Consideration should be given in the plan to recapturing these subdivisions as open space or redesigning them to make them more affordable to the people who will one day live there.

The plan also notes that only 23% of community comprehensive plans address affordable housing and cites Chicago Metropolis' Homes for a Changing Region approach to calculating housing need as one way of determining affordable housing demand. Another method, the Regional Housing Needs Assessment (RHNA) process, is in force in California wherein the state planning agency provides each regional planning council with income stratified housing production targets that flow from regional population projections. The regional council then assigns production targets by income level to each municipality and county in the region and collects housing permit data annually from each unit of local government to evaluate the degree to which targets have been met. This approach assigns fair share targets to all member governments and improves the chances that affordable housing will be more evenly distributed within the region. While no statewide mandate exists in Illinois, CMAP could implement this strategy in northeastern Illinois under its existing enabling legislation.

CNT has two suggestions related to implementing the recommendation to identify and exploit additional TOD opportunities. The first is that CNT along with Reconnecting America and Strategic Economics, our partners in the Center for Transit Oriented Development, have developed a database aggregating housing, demographic, employment and H+T data to the half mile area surrounding more than 4,000 fixed guideway stations in the U.S. This database could be useful to municipalities interested in collaborating on corridor plans for TODs. We urge CMAP to advertise this fact and think about how it too can put it to use. Our second suggestion is that local governments working together should consider packaging weak and strong market developments to improve the chances of weak market TODs being built.

Finally, the plan mentions that only 23% of comprehensive plans in the region address the need for affordable housing and suggests that municipalities utilize the Homes for a Changing Region approach to forecasting housing demand. Another approach is used in California wherein the state assigns housing production numbers by income group to regions who then turn around and sub-allocate targets to municipalities and counties commensurate with their expected population increases. This process, the Regional Housing Needs Allocation (RHNA) approach, would help ensure an equitable distribution of housing in all corners of the region.

Regional Mobility

Invest Strategically in Transportation

Page 162 of the plan discusses several challenges related to funding transit improvements but overlooks the fact that Illinois and northeastern Illinois do not have dedicated revenue streams to pay for transit improvements. This coupled with the erratic nature of Illinois capital programs makes it difficult to schedule orderly improvements based on condition and use-life. In the current climate that means that the state is able to issue bonds for road improvements included in last year's state capital program while debt for transit improvements is held up by the fact that video gambling has been blocked.

Increase Commitment to Public Transit

CNT has two recommendations for the indicators listed under this section. The first is to note that the Transit Access indicator combines bus and rail access into one measure. Given that the region has so much investment tied up in rail assets and that the development community clearly values property more highly the closer it is located to fixed guideway systems (and that the same can not be said of property valuation near bus routes), it seems to make sense to break this measure out into two: one for bus and the other for rail. Tracking separate population measures for bus and rail increases the possibility that, as a region, we make the most of the extensive public investment in fixed guideway public transportation systems by capturing increasing shares of the region's residents within walking distance of these very valuable corridors.

Secondly, commute trips represent 59% of transit trips nationally and the H+T Index shows that job access is important to reducing transportation costs at the household level. CNT believes that CMAP should also track the number and percentage of the region's jobs that have access to bus and rail transit—tracking the two modes separately as with population.

As it relates to the components of the region's public transportation system, CNT would also like to see some reference in this section to car-sharing as an extension of public transit that contributes to reductions in car ownership, congestion and greenhouse gas emissions in the communities where it operates.

Create a More Efficient Freight Network

With as much emphasis as the plan places on planning land use in conjunction with transportation, it is surprising that this section of the plan neglects to mention the need to plan for the freight-related development of vacant and underutilized property on an infill basis when it is proximate to freight transportation assets such as freight rail corridors, truck routes, highways, truck terminals and intermodal facilities. At the moment the private sector is setting the agenda with respect to the development of Greenfield intermodal facilities because the fragmentation of land ownership and environmental contamination make infill development cumbersome. This dynamic will never change unless the region prioritizes such an approach and targets resources to remediate and market sites with high potential for this type of redevelopment. Firms operating in areas with a concentration of these assets log fewer truck miles, realize fuel savings that reduce the cost of consumer goods, and contribute to greening the nation's complex supply chain, while creating local jobs.

Manage and Conserve Water and Energy Resources

Energy Conservation Recommendations

Economic Benefits
Throughout the document, energy efficiency is acknowledged as a top priority for GO TO 2040 and encouraged for its economic and environmental benefits. As a relatively new focus of the planning process these benefits may be undervalued or overlooked as secondary to other forms of economic development activity. Consequently, we recommend that the document include stronger language surrounding energy efficiency's economic benefits.

Behavior Change/Education
Add language acknowledging that while advances in energy technology and efficiency are important, it must reach beyond the "bricks and mortar" to address the occupants of buildings. Both individual and collective change in behavior and habits will be necessary to create long term sustainable change. Below are some key areas for consideration:

- Operations & Maintenance: Building performance monitoring will allow O&M staff of commercial, institutional, governmental and large multifamily buildings to track actual energy consumption (not just base energy consumption from a building's energy rating) and identify problem areas quickly after they arise.
- Household/Small Business Behavior Change: There are some relatively simple actions that people can take to reduce energy consumption and costs. These don't take much effort and include things like increasing/decreasing settings for cooling and heating, reducing "phantom load" by unplugging appliances not in use and others. An education campaign to identify easy changes in behavior and habits could help many households and small businesses across the region experience decent energy savings.

Indicators and Targets
Energy retrofits are a key element noted in the Plan; however, the reduction of GHG emissions may not be the most comprehensive measurement for measuring energy retrofits in buildings. GHG emissions that come from buildings are directly from electricity and natural gas consumption. But GHG emissions also include transportation, energy, aviation, waste, and industrial processes. An additional indicator/target should include energy consumption, both electricity and natural gas.

Financing Retrofits (p.88)
The draft document mentions PACE bonds and ESCOs as potential funding sources for retrofit programs. Adding language about revolving loan funds as another tool in the "retrofit financial tool box" might be helpful for municipalities that may have misconceptions or not enough information on what a revolving loan fund is. Revolving loan funds were strongly encouraged in the federal governments EECBG funding process as a way to jumpstart retrofits in any building sector in a community, and they can be initiated in the private market as well. Another advantage is that revolving loan funds are typically less political than PACE bonds.

Renewable Energy
The Plan notes that sustainable practices can be fostered with "small-scale renewable energy generation, which could include wind and solar..." (page 71). However, any distributed generation system would need to be grid-connected to contribute to its maximum capabilities. For example, a photovoltaic electric system may produce more electricity than the host site needs during hot summer afternoons, and this is the same time of day that more electricity is needed for consumption. Without being connected to the grid, this exchange cannot occur. More precisely, the grid needs to be a "smart grid", capable of directing electricity where it is needed, when it is needed, in the most efficient way.

The necessity of making electricity systems "smarter" is widely accepted, but the ways that this smart grid can be utilized are not so well thought out. Smart meters, which provide detailed and real-time data on electricity usage, are part of the smart grid. These meters have the ability to help consumers understand their electricity

usage, and combined with *smart rates,* can save consumers money and result in conservation of electricity. An example of this is the ComEd Residential Real Time Pricing Program, in which 95% of all participants in 2009 saved on their electricity bills at an average savings rate of 19%. These types of rates should be available and expanded.

The Exclusion of Waste/Recycling (other than a few excerpts)
The Plan makes some brief mentions of the importance of waste reduction in fostering sustainable practices within the energy section, as well as what municipalities and individuals can do under the Context and Best Practices section. These very limited references are a stark contrast to CNT's experience in working with municipalities on their sustainability plans. Community members have been very interested in improving their waste management programs and policies as part of this process. The very minimal discussion of waste policy means that the *GO TO 2040* plan is missing important opportunities to engage the public.

We strongly advocate for the consideration of adding waste and recycling as an element of the plan with its own recommendations and indicator targets. The United States Environmental Protection Agency (EPA) has concluded in favor of recycling, saying that recycling efforts reduced the country's carbon emissions by a net 49 million metric tons in 2005.[4] The EPA cites financial, social and environmental benefits of recycling that have impacts across several key subject areas of the Plan[1]:

- Recycling protects and expands U.S. manufacturing jobs and increases U.S. competitiveness.
- Recycling reduces the need for landfilling and incineration.
- Recycling prevents pollution caused by the manufacturing of products from virgin materials.
- Recycling saves energy.
- Recycling decreases emissions of greenhouse gases that contribute to global climate change.
- Recycling conserves natural resources such as timber, water, and minerals.
- Recycling helps sustain the environment for future generations.

Waste management programs in the entire Chicago region are substantially behind those in other major metropolitan areas, in both scope (kinds of materials collected) and efficacy (amount of material recycled). The City of Chicago has not even succeeded in instituting recycling services for all of the households it collects waste from, and the blue bin system expansion has been suspended.

Here are some more "sound bites" related to the impact of recycling that could be useful:

- If all morning newspapers read around the country were recycled 41,000 trees would be saved daily.
- If just 100,000 people stopped their junk mail than 150,000 trees could be saved annually.
- By recycling 1 ton of paper you save:
    - 17 trees
    - 6,953 gallons of water
    - 463 gallons of oil
    - 587 pounds of air pollution
    - 3.06 cubic yards of landfill space
    - 4,077 kilowatts of energy
- Recycling paper uses 60% less energy than manufacturing from raw materials.
- Recycling 1 glass jar saves enough energy to keep a light bulb lit for 4 hours.
- Recycling Aluminum takes 95% less energy than making it from virgin materials.[2]

And finally, below are some examples of how single-stream recycling provides benefits to municipalities and the surrounding environment:

- Increases ease and convenience of recycling so participation increases & more materials are diverted from landfills.

---

[1] http://www.epa.gov/epawaste/conserve/rrr/recycle.htm
[2] http://www.sacomaine.org/departments/publicworks/recyclingfacts.shtml

- More efficient collection for haulers.
- Decreases collection cost, which is the most costly part of recycling programs (but can increase processing costs)
- Reduces risks to workers, especially when the system is automated.
- Wider range of workers qualifying for the automated collection jobs.
- Opportunity to add new materials to collection systems, especially green waste.

The plan also makes an offhand reference of incineration of waste for energy; this needs more context. Such a system would be acceptable if it were part of a *comprehensive waste management strategy* that includes recycling and handling of hazardous waste. The plasma gasification technologies appear better than burning, but still need to be proven out at scale in the U.S. Our waste streams are different from Europe. In sum, this should not be ruled out, but it has huge hurdles to overcome.

Water Recommendations

CNT applauds the water section's efforts to promote: demand-side management (including full-cost pricing), improved storm water management with support for green infrastructure, and optimal scales of operation within water resource management. In addition to laying out recommendations for how the region can move forward effectively, this plan provides a powerful opportunity to educate the general public about our water resources and tell the story of why conservation and efficiency are needed (specifically from an economic perspective).

The plan comes up short in telling this story, however, because it fails to mention that Federal and State infrastructure funding is going away and local governments will not be able to keep up with mounting water infrastructure needs under the existing financing model. Communities need to understand this fact and how demand-side management serves as a viable solution to the growing economic burden of our infrastructure. US EPA's *The Clean Water and Drinking Water Infrastructure Gap Analysis* (2002) could be a good source to cite in making this argument (http://www.epa.gov/owm/gapreport.pdf).

Moreover, current water rates do not typically incorporate the total cost of water service. The plan touches on this, but an expanded discussion could make a stronger case for full-cost pricing. Most public water sector utilities in our region do not incorporate true operating and maintenance, or replacement costs within their rate structures. This problem will only worsen and, ultimately, hurt communities economically until they move towards water rates that more accurately cover the actual cost of water service.

Finally, Energy and Water are currently grouped together within the same section. The issues and information discussed within each resource becomes confusing when going back and forth between the two. To give these large topic areas their full credit, we would advise separating the examination of each within the section to permit for a more thorough and coherent review of their respective issues. The discussion about the water/energy nexus could conclude the section to bring the two together.

In closing, let me say that the breadth of issues covered in *Go to 2040* give us hope that the region will move closer to achieving more sustainable growth. CNT applauds CMAP and its staff for this work. We look forward to continuing to work with you and local governments to implement these strategies.

Sincerely,

Kathryn Tholin
Chief Executive Officer

City of Chicago
Richard M. Daley, Mayor

Department of Public Health

Bechara Choucair, M.D.
Commissioner

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July 28, 2010

Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker, Suite 800
Chicago, IL 60606

Dear Mr Blankenhorn:

As Chair of the Chicago Partnership for Public Health (CDPH) and Commissioner of the Chicago Department of Public Health, I want to congratulate the Chicago Metropolitan Agency for Planning on a well-formed, well-researched, and engaging analysis of the future environment for the Chicago Metropolitan area contained in the *GO TO 2040 Comprehensive Regional Plan*. The Chicago Partnership appreciates the time and effort put to this work and has been closely following your planning process through several channels: (1) CMAP representation of our Chicago Partnership (Russell Pietrowiak), (2) CDPH's role as chair on CMAP's Human Service Working Committee (Sheri Cohen), and (3) presentations by Erin Aleman at Chicago Partnership meetings, including a scenario-planning session last summer and an overview of the draft plan at our July 2010 meeting.

In her presentation on the draft plan Ms. Aleman pointed out that, although health is not specifically mentioned as a high-priority recommendation, it is addressed throughout the plan through many of the recommendations in the chapter on Livable Communities. The recommendations to improve access to parks and opens spaces and to improve access to fresh and healthy food connect strongly with the Chicago Department of Public Health's winnable battle on obesity and our work to reduce disparities and chronic disease. Other areas addressed in this plan, including disparities in health outcomes and workforce issues, also are of great concern to the public health system and we appreciate a focus on these challenges.

The discussion at our Chicago Partnership meeting, however, identified what members thought to be a serious omission; the lack of a recommendation for "access to high-quality health care." Access to health and human services is necessary to ensure successes with educational and workforce development goals and improve the livability of communities. The Chicago Partnership asks for your consideration of this recommendation as one of the high-priority recommendations for GO TO 2040.

Thank you for the opportunity to comment on the GO TO 2040 Comprehensive Regional Plan and I hope to continue our collaborative work to implement these recommendations.

Sincerely,

Bechara Choucair, MD
Commissioner, Chicago Department of Public Health
Chair, Chicago Partnership for Public Health

NEIGHBORHOODS Alive!
BUILDING CHICAGO TOGETHER

CHICAGO WORKS TOGETHER

Erin Aleman

From: Leif.Elsmo@uchospitals.edu
Sent: Thursday, August 05, 2010 3:45 PM
To: Info
Subject: Comment on GO TO 2040 plan: Letter of Support from Dr. Eric E. Whitaker, M.D., M.P.H.
Attachments: CMAP support letter from UCMC.pdf; SSHC CCHV SSHVS Pritzker.pdf

Importance: High

Gerald Bennett, Chair
Chicago Metropolitan Agency for Planning (CMAP)
Willis Tower, Suite 800
233 South Wacker Drive
Chicago, IL 60606.

Dear Mr. Bennett,

It is with great satisfaction that we read the draft of "Go to 2040," advancing detailed, coordinated strategies to address the projected population growth of northeastern Illinois. It was particularly gratifying that Chicago Metropolitan Agency for Planning chose to address the issues of health and nutrition.

Please find the attached letter of support for GO TO 2040 from Dr. Eric E. Whitaker, M.D., M.P.H.

We look forward to becoming an active CMAP partner.

Sincerely,

Leif S. Elsmo
Executive Director
Office of Community & External Affairs
The University of Chicago Medical Center
Vox: 773.834.2826
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The Urban Health Initiative
of the University of Chicago
Medical Center

Uniting to Build a Healthy Community

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Thank you

THE UNIVERSITY OF CHICAGO MEDICAL CENTER

Eric E. Whitaker, M.D., M.P.H.
Executive Vice President for Strategic Affiliations and Associate Dean for Community-Based Research

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August 6, 2010

Gerald Bennett, Chair
Chicago Metropolitan Agency for Planning (CMAP)
Willis Tower, Suite 800
233 South Wacker Drive
Chicago, IL 60606.

Dear Mr. Bennett,

It is with great satisfaction that I read the draft of "Go to 2040," advancing detailed, coordinated strategies to address the projected population growth of northeastern Illinois. It is particularly gratifying that Chicago Metropolitan Agency for Planning chose to address the issues of health and nutrition.

As "Go to 2040" notes, chronic diseases now account for more than 70% of all health care expenditures and often result from addressable factors such as lack of exercise, diet, obesity, high blood pressure, smoking, and diabetes. These facts cry out for better prevention and health promotion strategies, which can only be effectively developed and deployed with better and more granular data and close engagement between both community residents and health leaders. In the realm of health care, "Go to 2040" urges the development of primary and outpatient care over hospitals services to reduce the use of the emergency room for the uninsured and underinsured.

Since 2005, the University of Chicago has been engaged in addressing these particular needs on the South Side of the City of Chicago. The Urban Health Initiative (UHI), one of the highest priorities of the University of Chicago Medical Center, is engaged in:

- Developing an economically sustainable health care ecosystem that ensures access to the right care in the right place at the right time
- Engaging people in their communities to develop mutual health goals and share best practices
- Using population research to evaluate interventions, health promotion, and new uses of technology
- Inspiring and training community health leaders through medical education and service

In short, the University of Chicago is already advancing on many of the recommendations in "Go to 2040." We are enthusiastic to become a partner in your efforts and we have much expertise to lend to this process.

Attached to this letter are four short descriptions of the mechanisms which we have already developed for meeting the four goals listed above. These plans map remarkably closely to the recommendations advanced in the CMAP appendix for Health.

1. ***Go to 2040 urges:*** *Design a prevention/health promotion strategy built on the determinants of health, coordinated physical infrastructure, education, transportation, and land use, with an emphasis on health workforce planning.*

   Our ongoing asset-mapping project, accomplished in six initial communities via teams made up of University researchers and community residents, have been so valuable in identifying essential needs and resources in the community that a seventh community has offered to fund a significant portion of the project to extend the survey to their community. We hope to develop funding to extend such surveys to 34 total South Side communities.

   We have organized numerous programs that will promote more physicians choosing to provide primary care or other much-needed specialties in our communities, and we have been working with the Michael Reese Foundation to establish pipeline programs for health care paraprofessionals as well.

2. ***Go to 2040 urges:*** *Engage community residents and health leaders in planning.*

   We have aggressively built a wide variety of relationships with the community, particularly with two efforts, the South Side Health and Vitality Studies, which frequently hosts community meetings with a wide variety of stakeholders while engaging community participation in active working groups. We also continually connect with the South Side through our Center for Community Health and Vitality, which the University anticipates will move into temporary space out in the community in the last quarter of 2010. The Center will host a large variety of programs in healthy eating and cooking, exercise, community organization, etc., with the help of both University staff and student volunteers. Additionally, we convene Urban Health Initiative Summits with community and University leaders every 6-months to both remain accountable and advance collaborations to improve health outcomes in our South Side community.

3. ***Go to 2040 urges:*** *Link planning for prevention/health promotion strategies to other sectors.*

   The University has already linked many of these other sectors via SouthSideHealth.org, a centralized Internet portal for health, nutrition, social service, transportation, and other services. SouthSideHealth.org not only informs community members searching for services, but supports government and private agencies in their planning for the deployment of resources. This past year, for instance, an application to organize the Woodlawn Children's Promise Community was advanced substantially thanks to data from SouthSideHealth.org. We also expect this data to be especially useful in attempts to increase the retail grocery outlets on the South Side, an important resource in adopting health behavior.

4. ***Go to 2040 urges:*** *Take advantage of emerging electronic medical records platforms.*

   We are attacking this issue on a variety of fronts, from developing an electronic "portal" to allow the Medical Center's emergency room to share information with patients' primary care providers, to helping federally-qualified health care centers within the South Side Healthcare Collaborative apply for federal grants to secure electronic medical records systems.

The University also recently received an NIH grant to begin development of the Chicago Health and Aging Service Exchange, an internet portal that will allow South Side residents to secure health and human services and make appointments online.

The Computation Institute, bridging the University of Chicago and Argonne National Laboratory, has also proposed the development of a HealthGrid—the "all-data" approach urged by CMAP. However, development costs are, at present, outside the realm of practicality for either institution right now without substantial new financial resources.

5. ***Go to 2040 urges:*** *Establish a regional health status and health systems data center through a centralized entry point.*

   The UHI intends to advance the model already developed in SouthSideHealth.org, a valuable web resource for our community, to include data from the longitudinal South Side Health and Vitality Study as it is developed.

   UHI researchers are currently engaged in planning discussions with Chicago's Commissioner of the Department of Public Health, New York City's Commissioner of the Department of Health, and researchers at Hunter College in New York to coordinate the first-ever two-city biosocial study of health. The results will be available in a "collaboratory" that will not only centralize granular data for portions of the city of Chicago, but for portions of New York City as well.

6. ***Go to 2040 urges:*** *Create health planning capacity at the county level.*

   While this is obviously beyond the UHI's current mandate, the data we generate for the South Side can be immensely useful to this effort, especially considering that health statistics on the South Side seem to demonstrate health disparities are significant there.

7. ***Go to 2040 urges:*** *Provide an analytical framework for planning and evaluation.*

   This is exactly the mandate of the South Side Health and Vitality Studies. The longitudinal studies are intended to track the impact on health in the community of every prevention and intervention strategy with a granularity that meets the strong standards for academic publication.

8. ***Go to 2040 urges:*** *Enable comprehensive workforce planning.*

   See #1 above.

9. ***Go to 2040 urges:*** *Monitor and address health disparities.*

   See #7 above.

10. ***Go to 2040 urges:*** *Provide data for planning, policy-making and research.*

    See #1, 3, 5, 7 above.

11. ***Go to 2040 urges:*** *Improve data quality and analytical capacity.*

See #1, 3, 5, 7 above.

12. ***Go to 2040 urges:*** *Strengthen the public health infrastructure to address disparities.*

In advancing all these initiatives, the University of Chicago has sought to both organize and develop health, nutrition, social service, transportation, and government resources to address the disparities in some of the most challenged communities in CMAP's seven-county area. Besides the programs detailed elsewhere in this submission, these include employment programs, volunteer opportunities, exercise programs, community gardens and farmers' markets, and educational pipeline programs for students from elementary to graduate school in a wide array of curricular areas.

As a research university ranked seventh in the world, situated within one of the nation's most historic and yet most vulnerable urban communities, the University of Chicago is uniquely positioned to advance the many goals we share with "Go to 2040." We have already invested a great deal of time, energy, and resources in these efforts, and we want to be your partners in making Chicago a model of the most livable, productive, and vibrant of American cities. We believe our collaboration offers expertise and organization that will advance this effort.

We look forward to discussing the next steps as we become an active CMAP partner.

Sincerely,

Eric E. Whitaker M.D.

Eric E. Whitaker, M.D., M.P.H
Executive Vice President for Strategic Affiliations and
Associate Dean for Community-Based Research

C:

Quin R. Golden, M.B.A
Associate Vice President for Strategic Affiliations and
Urban Health Initiative

Leif S. Elsmo, M.B.A
Executive Director,
Community & External Affairs

Attachments:

SSHC, SSHVS, CHHV and Pritzker Detail

ARTS
ALLIANCE
ILLINOIS
GIVE VOICE TO A
CREATIVE STATE

August 2, 2010

Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
Willis Tower, 8th Floor
233 South Wacker Drive
Chicago, Illinois 60606

RE: CMAP GO TO 2040 Draft Plan Comments

Dear Mr. Blankenhorn:

On behalf of Arts Alliance Illinois and our network of arts professionals, advocates, and cultural institutions, we urge you to include the arts as one of the high-priority recommendations of the GO TO 2040 plan.

According to a recent Tribune/WGN poll, regardless of race and income level, whether they lived in the city or suburbs, or were young adults or senior citizens, the arts and culture are what people appreciate most about Chicago. Our arts and cultural assets are not only cause for great pride, they also sharpen Chicago's competitive edge and international reputation and generate the kind of economic and cultural vitality that helps drive community sustainability.

Any plan that addresses the livability of communities across the Chicago region must include the arts. Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Arts Alliance Illinois was pleased to work in partnership with the Chicago Metropolitan Agency for Planning and The Chicago Community Trust to convene a GO TO 2040 Arts and Culture Advisory Committee. This Advisory Committee developed an actionable vision for the Chicago region as a global mecca for arts and culture. This strategy report is available at www.goto2040.org/artsculture.

The Chicago region is home to a rich, robust, and diverse cultural ecosystem and has become one of the leading creative regions in the world. Including the arts as an implementation area of the GO TO 2040 plan will build on the work of the Arts and Culture Advisory Committee and encourage complete, diverse, sustainable, and livable communities throughout the region.

In keeping with your existing rules and regulations, we urge you to include the arts and culture as one of the high-priority recommendations of the GO TO 2040 plan. We look forward to working

203 North Wabash Suite 1920 Chicago, IL 60601 tel 312.855.3105 fax 312.855.1565 www.artsalliance.org

with you in meaningful ways to help promote GO TO 2040 and assist with the pending implementation campaign. Should you have any questions or if we can be of further assistance, please contact Ra Joy at joy@artsalliance.org or 312.855.3105 x14.

Sincerely,

David Hawkanson
Executive Director, Steppenwolf Theatre
Chair, Arts Alliance Illinois

Village President Al Larson
Village of Schaumburg
Arts Alliance Illinois Board of Directors
CMAP Board of Directors

Chicago Cultural Alliance

Chicago Metropolitan Agency For Planning (CMAP)
Comments on the Go To 2040 Plan
Submitted by members of the Chicago Cultural Alliance
August 6, 2010

The Chicago Cultural Alliance is a consortium of 27 community-based ethnic museums, cultural centers, and historical societies (Core Members) working together to promote social change and public understanding of cultural diversity through the first voice perspectives of their representative communities. Serving as more than just traditional museums, Alliance Core Members also act as trusted spaces for community conversation and debate over topics of contemporary significance. The Alliance also partners with larger mainstream institutions, such as Children's Memorial Hospital and The Field Museum, to bring resources and opportunities to our members and their communities.

As part of our work connecting Alliance Core Member communities to the larger public policy discussions within the region, the Alliance hosted two "Community Conversations" with CMAP in 2009. Three Alliance representatives have taken the time to review different aspects of the Go To 2040 plan and to submit comments to CMAP via the Alliance.

Overall Plan

While the overall plan appears to be comprehensive, we found two areas fully unaddressed as priorities in the plan: cultural diversity and arts & culture. Both areas are bedrocks of identity for the Chicago metropolitan area, linked strongly to the region's economy and community stability. In a plan that references "livable communities" throughout, the absence of either of these areas is painfully obvious and obtuse. Neither area simply exists in a vacuum, but requires careful cultivation and policy. To fail to address these areas means not only the loss of economic and community values, but also the possibility for creative solutions. If "active cultural institutions" are a necessary component of a "global" region as referenced in a memo with Arts Alliance Illinois, why are they not incorporated as a priority for the 2040 Plan? While the plan does incorporate brief mentions of arts incorporation into infrastructure and education, this cursory inclusion fails to represent the structures and policies necessary to foster a truly vibrant and economically health arts sector. Moreover, Chicago's rich quilt of cultural communities often feels overlooked in these types of policy discussions.

As one of our members notes, "As an individual who leads a cultural organization and teaches in the field of city planning, Go To 2040 fails to mention anything regarding cultural planning in the plan. This is a grave omission! Strange how you quote Richard Florida and his now (largely debunked) creative class theory yet you offer no solace to those who actually nurture those who are creative!"

Land Use & Policy: Submitted by Charles Daas: Museum Director, Cambodian American Heritage Museum and Killing Fields Memorial & Adjunct Faculty, University of Illinois - Chicago - School of Urban Planning and Public Affairs

1) Leaving planning/zoning/land use decisions exclusively to local authorities with the veneer of technical assistance from CMAP is ridiculous. We have 280 municipalities planning in isolation, yet 2040

rewards this behavior. Bizarre! I don't care how many pseudo-downtowns, TODs, infill housing, CLTs (e.g. Highland Park) or what have you that these communities can develop - they are doing it largely in isolation. We need regional cooperation and planning beyond the transportation planning successes that date back to the 1930s and pre-date the '56 federal highway bill.

We need zoning reform to allow for denser infill housing, multi-family, TOD, rental/commercial/mixed-income and other forms of housing available to families at all income levels. Most of these suburbs forbid multi-family housing - why? Zoning! Springfield legislators (e.g. former State Representative Julie Hamos) supposedly gave CMAP more "teeth" to your planning, but this is as toothless as it gets. Inclusionary Zoning (such as that found in Montgomery County, Maryland) would be a seamless process that allows a naturally mixed income community. But 10% set aside - "scary!" Note: good luck getting that past the IL Republican legislators.

2) N/E Illinois needs an urban growth boundary. Case in point - true story: Kane County Government sets aside up to one-third of its land for open space. Joe Developer comes along to snap up some unincorporated land. He starts out his mcmansions on septic, cons the county to build the roads and then, after he has enough fools to buy these homes, he lobbies the nearest village for annexation. And then taps into the Chicago water system. Voila - insta-burb! Another point - DeKalb area developers have already scooped up much of the valuable farmland west of I-47 so that they can plan for the exurbs of tomorrow. 2040 has to say - enough! It doesn't, and that is a huge problem.

3) N/E Illinois needs codified state housing building standards to ensure quality and minimize fraud. Metropolis 2020 also calls for this reform.

4) You speak of corridors of opportunity where infill should occur along transportation corridors, a redux of the NIPC '68 finger plan which was also not adopted. We need to come up with better words for density, infill, low-income, etc. Car dealers went from used to "pre-owned" - can't we at least come up up with a nice euphemism? CNT's H + T index is a huge step in the right direction, since transportation is the second largest cost for homeowners after mortgage/insurance/taxes. Just like my recommendation for zoning and regional planning, H + T should be codified. It should show up at Chicago Title and every title company, every bank and mortgage broker, every realtor, etc. Not just home ads in the Sun-Times and the Tribune. Nice start but not enough.

Re: infill and development zones, what you fail to mention is that Illinoisians are on the move due to technoburbs (where they work - Scahumburg, Oakbrook, Deerfield, Naperville, etc.) as they move further away from the Loop and the older suburbs. This process will continue into the foreseeable future. Although it might be nice to think that everyone should fill up Harvey or Maywood before they sprawl, you are talking about rational human beings making rational decisions. As U.S. Representative Jesse Jackson notes there is a "spatial mismatch" with jobs in one place and poor people in another. There is no easy way to get LMI individuals to where the jobs are plentiful. .

Manage & Conserve Water & Energy Resources: Rebeccah Sanders, Executive Director, Chicago Cultural Alliance

Chicago Cultural Alliance

The Chicago Cultural Alliance works through its Core Member organizations to build community awareness and buy-in around conservation initiatives as well as creating opportunities to learn from the great diversity of cultural practices in the Chicago region that could be incorporated into policies that foster resource conservation and sound environmental practices.

1. **Foster sustainable practices & support water use conservation efforts**: Not all efforts in energy and water conservation need to be related to the installation of infrastructure such as wind turbines or solar panels. There are other ways to work with communities on small-scale sustainable & energy saving practices, such as providing community gardening spaces, promoting the planting of plants and trees that absorb more water in yards than grass does, and using clothes line rather than clothes dryers. While Paragraph 1, Page 89 does state that "it is important for communities to focus on conservation activities that move beyond the installation of energy efficient devices," the plan does not provide any practical recommendations on how to do this. We have found that working through local organizations with strong understanding of and trust from their communities, practices can be identified and scaled up from the very local practice to larger, policy reinforced strategy.

    a. Add a recommendation for the installation of smart meters in local homes so people understand how much energy they consume and can make appropriate adjustments through the motivation of cost savings. An emphasis on energy conservation through public education initiatives and funding is important to change individual behaviors. While household consumption of energy may be less than 40% of consumption for the region, collectively household energy conservation can make a significant difference in the region's energy consumption.

2. **Tree planting** is an area that several of our communities (particularly in Pilsen and West Ridge) have noted as a possible improvement for their wards and cities, particularly along busy thoroughfares and business corridors – not only to provide as a way to pull carbon from the atmosphere, but also to make these areas more community friendly. We welcome CMAP's recommendations in this area.

3. **Retrofitting** will be most sustainable and effective if it is cost effective for communities and if it is managed hand-in-hand with organizations that the communities already trust. This will also allow for further teaching of sustainable, energy & water conservation practices from community representatives that understand their communities' practices. Agencies need to gain trust of people and to provide incentives for communities to embrace retrofitting. If the goal is to increase energy efficiency for the region, we must ask if it is fair to assess fees to the residents retrofitting their homes as is mentioned in paragraph 2 on page 88 of the full report. While passing the costs on to customers, you are setting a standard for segregation of services and asking the lower income levels to pay more for energy over time as only the customers who can afford to take on this expense retrofit their homes.

Regional Mobility: Laurel Fujisawa, Board Member, Chicago Japanese American Historical Society

Chicago Cultural Alliance

First, there are excellent suggestions about reducing automobile usage by increasing the cost of commuting by car, through congestion fees and increased parking rates. However, getting people out of their cars is only half of the problem. There has to be a viable public transportation alternative. Outside of the lengthening of the southern end of the Red Line, there is very little improvement to the city transit system.

There are three problems with city transit that have to be addressed:

1. The trains only go one place: Downtown. When the system was built, downtown Chicago was the employment and entertainment center of the city. Now, people travel to many different parts of the city, too often by auto, because there are no convenient train routes from one part of the city to another, other than routing through downtown. A set of rails should be built linking the major spokes of the current system (the Red, Blue and Green lines) so people could travel quickly from one part of the city to another.

2. The buses are getting bigger and bigger but they are just adding to street congestion, and street congestion is interfering with bus schedules. More and/or bigger buses are not a solution. A system of small, neighborhood buses that travel to and from neighborhood train stations is a better solution.

3. The perception of a lack of safety is a major reason why people avoid the trains. It doesn't matter that the incidence of crime is down. As long as the trains and stations are perceived as potentially unsafe places, they will be avoided. To change this perception, there needs to be a crackdown not just on crime, but on activities associated with the perception of crime (vandalism, rowdiness, loitering, etc.)

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Contact CMAP

Field	Value
Subject	Contact Form
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Address	9913 S. Avenue H
City	Chicago
State	Illinois
Zip	60617-5549
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Email Address	joannmpm1@earthlink.net
Comments	For the revitalization of our communities, please include an emphasis on the arts - visual and performing. Our roads and walkways could be greatly enhanced by public murals, sculptures and mobile works of art. In addition, local talent could be productively put to use. Thanks for this opportunity "to shape the future."

Email "CMAP Contact Form Submission" originally sent to info@cmap.illinois.gov from joannmpm1@earthlink.net on 8/5/2010 11:10:45 AM.

Chicago Arts Partnerships in Education

203 North Wabash, Suite 1720
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Scott Sikkema
Education Director

August 4, 2010

Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Blankenhorn:

As a leader of a non-profit arts education organization, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The arts enable us to view the world as the complex and multi-faceted place that it is. The arts inspire us to develop common understandings of each other cultures, perspectives, and worldviews. These statements are not just wishful sentiments -- the roles of the arts in building community are exhibited each day in our schools and neighborhoods, museums and shopping malls. Ask any school principal or any parent what is important about their child's school, and they will more often than not talk about arts programming and the impact they are having on their child. Ask any business leader what they value in a workforce, they will state a desire for creative, innovative, collaborative, and ethical employees -- just the skills that are built through participation in the arts.

The first draft of the GOTO 2040 plan is a document that will provide for the Chicago region's structural needs -- but it doesn't inspire people to really engage in and contribute to their community. Daniel Burnham's plan for Chicago was recognized for its visionary and creative approach to designing a city. I urge the GOTO 2040 plan to be just as visionary and creative. The plan needs to inspire and excite people -- and the arts do just that.

Sincerely,

Amy Rasmussen
Executive Director

Mr. Blankenhorn,
I'd be happy to discuss this letter and the GOTO 2040 draft with you. It is essential that the arts are included - its what make our region so vibrant and livable! Thanks for your attention to this matter.

Chicago
Public
Art
Group

1259 South Wabash
Chicago Illinois 60605

phone: 312.427.2724
fax: 312.427.3413

www.cpag.net

August 4, 2010

To: GO TO 2040
Chicago Metropolitan Agency for Planning

From: Jon Pounds
Chicago Public Art Group

Re: Comments

While the full GO TO 2040 document acknowledges the value of Arts and Culture, the Executive Summary and PPT pdf pointedly, do not – in any way. That is indicative of our social and political structures *as they exist,* not as, the full document suggests, we want them to be. If we believe that a creative culture has significant value to human development, community and economic development, and is a vital aspect of creating places in which people want to live and age and speak to strangers – Art and Culture needs to be incorporated into the final language of every document, including the executive summaries and public presentations. GO TO 2040 incorporates language, both extensive and subtle, to unfold a commitment to transportation and land use, etc.—and buries the human expression of art and culture.

The quality of our lives as human beings is also held by our ability to feel "at home" in public because there is evidence and symbols of our evolving and blending understanding of society, culture, race, and human identify. As we make and remake our cities and suburbs, we need to see more than land use zoning and traffic patterns. We need to understand that our conscious planning process unconsciously reveals the social concerns we believe are important.

In Scotland, 45 years ago, artists were included at the planning table because they could see opportunities that other professionals could not. As a result, and over decades, infrastructure projects incorporated public art projects at minimal cost while creating unique spaces.

Artist involvement in planning can make our public spaces unique, engender pride, create a sense of place, improve stewardship, and encourage us all to be more human. It is not too late to elevate the recognition that both planners and artists are both dreamer and creators.

It is not too late to affirm that we all live in the world we make.

Jon Pounds
Executive Director
Chicago Public Art Group

312-427-2724 x12

Chicago Public Art Group is an internationally recognized coalition of professional artists working to produce high quality public artwork with community involvement. The artists create mosaics, sculptures, park designs, and murals. Chicago Public Art Group is a non-for-profit, tax-exempt organization.

The Morton Arboretum
4100 Illinois Route 53
Lisle, IL 60532-1293

August 6, 2010

Hala A. Ahmed, AICP
Chicago Metropolitan Agency for Planning (CMAP)
233 S. Wacker Dr., Ste. 800
Chicago, IL 60606

Dear Hala,

Thank you so much for the opportunity to submit comments on the *Go To 2040 Comprehensive Regional Plan*. We have participated in the planning process and have followed the progress over the last year and a half. It has been an impressive effort and CMAP is to be commended for extraordinary outreach, communication and presentation. We are also pleased with the progressive, comprehensive and thoughtful content of the Plan draft.

Our area of expertise is urban forestry which is most relevant to the environmental issues identified under the Livable Communities chapter. Our comments, therefore, are limited to the Challenges and Opportunities and Livable Communities portions of the Plan. Specifically, we feel we have insights to offer to: *Achieve Greater Livability Through Land Use and Housing; Manage Water and Energy Resources; and to Expand and Improve Parks and Open Space.* Though we support the goals of *Promote Sustainable Local Food,* the urban forestry discipline to date has had little substantive involvement in this emerging concern. We remain supportive and open to collaboration in the future, however.

Urban forestry has much to offer in achieving the goals of the 2040 Plan, but our community has not yet contributed to the Plan's foundation. We admittedly, have not explained the urban forest to the authors and stakeholders of the Plan very well. At the invitation of Lindsay Banks and through discussion with Diana Torres, Ty Warner and others at CMAP, we drafted a preliminary urban forest strategy paper for much earlier inclusion in the planning process.

Our commitments at the Morton Arboretum, most notably the 2010 Tree Census, a regional urban forest assessment which is discussed in the paper, outcompeted for our time and attention. We were not able to submit the strategy paper earlier, as hoped. However, the opportunity to comment on the Plan necessitates the full explanation of the challenges and opportunities of urban forestry for the region. As such, the accompanying Urban Forest Strategy Paper represents our most comprehensive response to the Go To 2040 Plan. Please refer to the paper for the essential overview. The paper lacks a little polish, and executive summary, precise citations and still needs some careful editing, but the content is fundamentally sound. If there is opportunity for further refinement, we will gladly do that.

630-968-0074
Fax 630 719 2433

We have also read the Draft Plan and offer the following specific comments:

It has been gratifying, overall, to observe the rise of the importance of the livable communities issue in the evolution of the Plan. We know environmental issues dominated the *Have Your Say* session we hosted at the Morton Arboretum and was a top concern at other sessions we attended. Your comprehensive and thoughtful integration of immediate environmental concerns into a long-term plan for sustainable communities is masterful.

Efforts needed to create and sustain a robust urban forest are interdependent with these broader concerns. More compact, mixed-use development can allow the preservation of existing urban forest canopy of the establishment of new trees, for example. Storm water management, air quality, and energy conservation strategies must consider the substantial role trees play.

The Plan (p. 27) encourages consideration of community character and quality design at the local but not the regional level. Land use and resource conservation concerns must be addressed at the regional level. Since urban forests are vitally linked to these objectives and successful outcomes, they must also be considered at the regional level. Our strategy paper makes a **case for regional urban forestry support and leadership.**

To encourage **local governments to apply livability principles in planning**, the Plan outlines building blocks (p.56, 64, 65) to enable this. To the extent we can, the Morton Arboretum and urban foresters would like to **support collaborative efforts to share ordinances, technical expertise and assistance** in community comprehensive planning **that integrates trees** into vital policies and plans.

Green jobs and **green building initiatives** (p. 99) could consider an emerging opportunity to **reclaim urban forest management by-products (wood waste) for useable lumber and fuel.** See Urban Forest Strategy Paper Appendix A.

The biggest opportunity we identify to consider urban forestry in the Plan is to **make the connections from people to green infrastructure** (p. 107.) Trees are well understood and valued by residents of the region. The urban forest is the thread that weaves green infrastructure into the psyche of the urban resident and the agenda of the local unit of government. The Plan's definition of 'green infrastructure' should not be limited to the predominate perception that focuses on water and large scale natural areas (p. 77, 115-117.) The national dialogue about **green infrastructure is broader, including working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations.** The recommended action to **Refine the Green Infrastructure Vision** further (p. 120) affords the opportunity to incorporate the working landscapes of the urban forest.

Managing cultivated urban landscapes to optimize ecosystem services would greatly connect functional green infrastructure, literally and perceptually, from regional parks and preserves all the way to a residential backyard. Green infrastructure should also be credited with providing a broad **range of ecosystem services including air quality, human health and energy conservation benefits**. The contributions urban trees make in these areas can be documented and quantified, as through our 2010 Tree Census analysis.

Vegetation is rightly credited with storm water infiltration and uptake (p. 82.) **Yet, large, leafy tree crowns effectively intercept rainfall aiding in the protection of water quality. Reductions in effective imperviousness might be achievable by integrating trees,** whose crowns extend above pervious surfaces vertically and horizontally (p. 85, 125.) We agree with the Plan's call for financing and for performance data to support green infrastructure practices.

Urban forestry can also bridge the promise of Conservation Design with the realities of current conditions (p. 51, 107, 123, 126, 127.) Green infrastructure can be part of future developments planned with conservation design principles. **However, urban forest management can capture ecosystem services from existing, conventional landscapes** (p.116.)

One notable **opportunity exists to influence the management of community (homeowner) association landscapes** towards t his end (p. 105.) The Morton Arboretum is leading up a group, Sustainable Landscape Resources for Community Associations, to serve this extensive audience.

We are pleased with the recommendation for a large-scale urban tree planting program to reduce heat islands and sequester CO_2 (p. 71, 89, 90.) Strategically planted, trees can help achieve these important environmental objectives. Many tree planting initiatives around the country can inform a plan for northeastern Illinois. One utility-based program is cited in the Benefits Section of the Urban Forestry Strategy Paper.

The Plan rightly addresses both carbon sequestration and carbon storage function of trees. (p. 76) **One attribute of urban trees that needs further investigation is their role in demand-side management.** Lowering heat island impacts and strategic site-specific energy conservation together can reduce energy demands, thereby lowering GHG emissions from energy generation.

Local urban forestry expertise can also help guide any such tree-planting initiative towards long term sustainability. The Strategy Paper also makes the point that **preservation of large trees is likely to have a greater impact on energy and water conservation objectives than planting new trees.** A combined effort of planting and policies to preserve urban tree canopy will be most sustainable.

The call to implement urban and community forestry programs, (p. 99) and "urban greening" projects (p. 121) are heartily endorsed. It is hoped that the Urban Forestry Strategy Paper informs the implementation of this action.

In general, the call for more parks and open space is endorsed entirely. **However, urban forestry also affords the opportunity to derive parks and open space benefits – environmental, social, and health – from integrated landscapes of all scales, throughout the region.**

Finally, **urban forestry can provide a metric useful as a regional indicator.** The current 2010 Tree Census the Morton Arboretum is undertaking in partnership with the US Forest Service http://www.mortonarb.org/our-impact/tree-census.html will soon be able to offer a base line measure of tree canopy as a valuable indicator.

Overall, the Go To 2040 Plan seems to invite further integration with the urban forestry and affords many opportunities for further collaboration. We hope CMAP will be a part of future urban forestry leadership at the regional level as we aim for strategic implementation of the inspiring vision laid out in this exciting Plan.

Thank you again for the opportunity to participate.

Sincerely,

Edith Makra Kusnierz
Community Trees Advocate

From: Lisa DiChiera [mailto:DiChieraL@lpci.org]
Sent: Friday, August 06, 2010 3:55 PM
To: Ylda Capriccioso
Cc: Stephen Ostrander
Subject: 2040 plan comments

Ylda,

Thank you again for presenting at our July 20 Preservation Issues Committee meeting on the 2040 plan. Some of the comments you heard reflected long frustration in the historic preservation community that historic preservation continues not to be viewed as a legitimate planning tool within the planning profession. While the 2040 plan at times mentions things such as "historic context" or issues relevant to older communities and housing, it does not acknowledge useful tools for identifying, protecting and sustaining a community's historic resources. Conducting a historic resources survey as part of a municipality's long-range planning effort, encouraging adoption of a preservation ordinance within the zoning code and promoting the use of tax incentives to help owners reuse older and historic buildings can foster a community's pride in its historic character and help manage growth and new construction – particularly in older neighborhoods and downtown main street districts.

In the Spring 2010 issue of the Forum Journal, published by the National Trust for Historic Preservation, Richard Moe's article "Preservation for a New Century" notes that preservation is increasingly mainstream yet unrecognized. "Rehabilitating historic buildings, investing in downtown revitalization, supporting heritage tourism – all of these preservation-related activities produce measurable economic benefits, often out-performing other types of economic stimulus activity." In addition, "...reuse and retrofit of existing buildings and reinvestment in existing communities should be an important component of efforts to address climate change by fostering sustainable development."

I continue to remind my colleagues on the CMAP Land Use Committee of these benefits that historic preservation can produce. I do hope there can be more direct recognition of historic preservation as a planning tool in the 2040 plan, especially since it directly relates to "Livable Communities." I hope this is helpful. And please note below that I have provided you the portion of our Issues Committee minutes from our discussion of the 2040 plan.

Thanks again Ylda.

Lisa DiChiera
Director of Advocacy

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Landmarks Illinois Preservation Issues Committee, July 20, 2010

Go To 2040 Plan for Seven County Region – Presentation by Chicago Metropolitan Agency for Planning (CMAP)

Jim Mann said he felt a review and discussion of CMAP's Go To 2040 Plan gave good contextual basis for many of the preservation issues the committee deals with in Chicago and the suburban region.

Ylda Capriccioso of CMAP gave an overview of the plan – a process which has been underway since 2007 and is planned for approval by CMAP's Board of Directors in October. CMAP is currently in its third comment period and making presentations to various organizations for feedback. The plan is intended to address and offer solutions to many planning challenges. Ylda said she sees historic preservation as relevant to sections that address livable communities, older housing and aging commercial districts.

The primary chapters of the plan that Ylda thought Landmarks Illinois would take interest in are "Livable Communities," "Human Capital" (particularly as it pertains to Economic Innovation, which includes the upgrading of existing buildings to be more energy efficient), and "Efficient Governments." Ylda added that one ongoing focus of CMAP will be alternative tax policies that are needed to better manage sprawl and changes in land-use.

John Craib-Cox noted that while the draft is thorough in many topics, it gives no reference to historic preservation or conserving existing infrastructure and building stock. Ylda said the "Livable Communities" section addresses building retrofit programs, infill construction to fit existing historic character and the redevelopment of brownfields. She requested that John and others who feel historic preservation is not specifically addressed enough, to please submit those comments to her email or CMAP's online comment page on its website.

Jean Follett asked who will implement the plan. Ylda acknowledged the plan is advisory, so CMAP's role is to encourage and educate local governments about how to best implement the plan and what incentives exist to do so. She also said that at the end of each chapter, there is focus on entities which can help implement the plan.

Regina Nally asked what the incentives are for communities to follow the plan. Ylda said most projects that are transportation-related, which utilize parts of the plan, are better positioned to be granted federal transportation funds. Also, there are current efforts to propose state legislation that requires communities to be in compliance with the plan in order to obtain state funds.

Jean noted that "efficient governments" are the most important thing that needs to be in place in order for the recommendations of the first three chapters to be achieved. In addition, she said that consolidation of some governments seems critical. Ylda said CMAP is encouraged by the federal initiative to coordinate housing, environmental and transportation efforts for funding and hopes local units of government will become more efficient to address this focus. CMAP coordinates eleven councils of mayors in the region and village and city managers and will help with this effort.

Jim Mann encouraged everyone to look at the draft document online and to especially focus on the "Livable Communities" section and the areas that address economic development. He stressed that the model of the Main Street program, while Illinois' state program has had problems, is still an ideal model for downtown main streets. Ylda said August 6 is the deadline for online comments to be submitted.

From: Charles Daas [lorax64@rcn.com]
Fri 8/6/2010 12:28 PM

Good Morning:

I wish to comment on your goto2040 comprehensive plan for northeastern Illinois. My comments will largely focus on land use and housing, as opposed to the narrative of the broader plan.

1) Leaving planning/zoning/land use decisions exclusively to local authorities with the veneer of technical assistance from CMAP is ridiculous. We have 280 municipalities planning in isolation, yet 2040 rewards this behavior. Bizarre! I don't care how many pseudo-downtowns, TODs, infill housing, CLTs (e.g. Highland Park) or what have you that these communities can develop - they are doing it largely in isolation. We need regional cooperation and planning beyond the transportation planning successes that date back to the 1930's and pre-date the '56 federal highway bill.

We need zoning reform to allow for denser infill housing, multi-family, TOD, rental/commercial/mixed-income and other forms of housing available to families at all income levels. Most of these 'burbs forbid multi-family housing - why? Zoning! Springfield legislators (e.g. former State Rep Julie Hamos) supposedly gave CMAP more "teeth" to your planning, but this is as toothless as it gets. Inclusionary Zoning (such as that found in Montgomery County, Maryland) would be a seamless process that allows a naturally mixed income community. But 10% set aside - "scary!" Note: good luck getting that past the IL Republican legislators.

2) N/E Illinois needs an urban growth boundary. Case in point - true story: Kane County Govt sets aside up to one-third of its land for open space. Joe Developer comes along to snap up some unincorporated land. He starts out his mcmansions on septic, cons the county to build the roads and then, after he has enough fools to buy these homes, he lobbies the nearest village for annexation. And then taps into the Chicago water system. Voila - insta-burb! Another point - DeKalb area developers have already scooped up much of the valuable farmland west of I-47 so that they can plan for the exurbs of tomorrow. 2040 has to say - enough!@ It doesn't, and that is a huge problem.

3) N/E Illinois needs codified state housing building standards to ensure quality and minimize fraud. Metropolis 2020 also calls for this reform.

4) You speak of corridors of opportunity where infill should occur along transportation corridors, a redux of the NIPC '68 finger plan which was also not adopted. We need to come up with better words for density, infill, low-income, etc. Car dealers went from used to "pre-owned" - can't we at least come up up with a nice euphemism? CNT's H + T index is a huge step in the right direction, since transportation is the second largest cost for homeowners after mortgage/insurance/taxes. Just like my recommendation for zoning and regional planning, H + T should be codified. It should show up at Chicago Title and every title company, every bank and mortgage broker, every realtor, etc. Not just home ads in the Sun-Times and the Tribune. Nice start but not enough.

Re: infill and development zones, what you fail to mention is that Illini are on the move due to technoburbs (where they work - Scahumburg, Oakbrook, Deerfield, Naperville, to name but a few) as they move further away from the Loop and the older suburbs. This process will continue into the forseeable future. Nice to think that everyone should fill up Harvey or Maywood before they sprawl, but you are talking about rational human beings making rational (?) decisions. Talk to US Cong. Jesse Jackson about this issue - the "spatial mismatch" - jobs here, poor folk there. And no easy way to get LMI individuals to where the jobs are plentiful. Thus, why he stumps for Peotone. No wonder when you look at Harvey, Calumet City, and the surrounding areas.

As an individual who leads a cultural organization and teaches in the field of city planning, goto2040 fails to mention anything re: cultural planning in the plan. This is a grave ommission! Strange how you quote Richard Florida and his now (largely debunked) creative class theory yet you offer no solace to those who actually nurture those who are creative!!

goto2040 consists of some nice ideas but largely falls into the category of recommendations. Do we have consensus? Buy-in? Where is the Metro Mayors Caucus on the Plan? The Commercial Club? Metropolis 2020? State Legislators? We need a roadmap and what we have here are some scribbles on a page with a feeling of - "we don't want to rock the boat."

CMAP - it's time to rock the boat. When George Gordon Meade asked Lincoln if he "should press" Robert E. Lee and the Confederacy after Gettysburg, Lincoln replied: "let it be pressed." You should use this as your guide for 2040.

Daniel Burnham, as oft quoted in the 1909 Plan said "let your watchword be order and your beacon beauty." Where are we reaching for the skies? Where is our moonshot? How is this to inspire us? It would hardly inspire a career bureaucrat.

Sincerely,

Charles Daas
Museum Director, Cambodian American Heritage Museum and Killing Fields Memorial

Adjunct Faculty, Univ of Illinois - Chicago - School of Urban Planning and Public Affairs

Diversity, Inc.
Serving the Chicago Southland Since 1982

August 2, 2010

Randall Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive Suite 800
Chicago, Illinois 60606

Dear Mr. Blankenhorn:

Thank you for providing an opportunity to comment on the draft Go To 2040 Comprehensive Regional Plan, presented to about a dozen Chicago Southland residents last week at the Village of Olympia Fields. I know that the development of this document began three years ago and perhaps several years prior to its incarnation as GO TO 2040. It is a most comprehensive planning document, inclusive of many factors that affect the region's development.

In our discussion about the Go To 2040 draft, I noted that there was only one reference to fair housing in the 400 plus pages of the document. In my 30 years experience in local government and community relations I have learned to address issues concerning race as directly as possible. Happily this was addressed in the preliminary work for the draft plan. The Strategy Paper on Human Relations developed by the Chicago Lawyer's Committee for Civil Rights Under Law, in collaboration with Human Relations advisory committee and commissioned by The Chicago Community Trust to support the Go To 2040 comprehensive planning is a comprehensive approach to addressing the challenges of inequity. The Paper identified many of the manifestations of discrimination and planning and policy initiatives needed to address the residual impact of social, economic and political inequities. It appears that the suggestions of this Strategy Paper were not fully incorporated in the draft plan.

The plan touches on these issues in the section on Housing and Social Systems (Page 38). In part this section states, "...A major challenge to our future is inequitable access to the region's assets, such as good schools, decent jobs, safe and healthy neighborhoods, and stable housing." Go To 2040 then states "...Large portions of the region remain highly segregated, and there are stark differences between racial and ethnic groups in terms of income, educational attainment, health, rates of incarceration, and many other measures." While this is true, and inequity due to segregation does result in inequitable outcomes often, but not always, leading to a cycle of poverty. There exists phenomena in which highly educated people of color whose economic opportunities have afforded substantial social and economic status still become segregated, experiencing systemic withdrawal of assets such as retail, commercial and financial redlining, broad marketing of predatory mortgage loans, insurance redlining and withdrawal of capital for investment.

Replacing the past patterns of segregation with a "Culture of Diversity" would diminish the debilitating effect of inequitable opportunities, create an engine of social, economic growth and change for all residents of the Chicago metropolitan area. This challenge is great; to achieve equity and inclusion in the region leaders must address causes of inequity and exclusion in the areas of employment, education, fair and affordable housing, voting rights, wealth and economic disparities, inter-group relations and our sense of us as part of a global community. The root causes of inequity including the cumulative impact of racism and prejudice; weakness of commitment to equity and exclusion of stakeholders impacted by the policies. The Strategy Paper stated that "...a comprehensive strategy to promote equity and inclusion must be one that encompasses:

- Changing attitudes about cultural differences; we add this must provide insight to the similarities among all of the groups as well.
- Enforcement of non-discrimination laws; encouragement of equal opportunity and inclusion; we would add policies and program that provide incentives to practice inclusiveness in the workplace, school systems and in residential communities.
- Policy approaches that make planning for inclusion part of the norm of policy development; a Culture of Diversity.

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Member Municipalities: *Calumet City, Calumet Park, Chicago Heights, Country Club Hills, East Hazel Crest, Flossmoor, Glenwood, Harvey, Homewood, Kankakee, Lynwood, Oaklawn, Olympia Fields, Orland Hills, Park Forest, Riverdale, Sauk Village, South Holland, University Park*
Associates: *Beverly Area Planning Association, Community Economic Development Association, Healing Racism Chicago Southland, League of Women Voters of Homewood/Flossmoor, South Suburban Housing Center, South Suburban Mayors and Managers Association, St. James Hospital, Unity Coalition of the South Suburbs*

The Strategy Paper incorporated 24 recommended actions some were appropriate for local jurisdictions and CMAP can develop policies to encourage local government to under these efforts; others are a regional approach to planning by CMAP. If implemented we would be closer to regional equity than ever before.

As an intergovernmental organization composed of racially, ethnically and economically diverse municipalities we strongly encourage CMAP to revisit the recommendations of the Human Relations Strategy Paper and incorporate these in the road map to 2040. We particularly view the following as most urgent to be considered:

1. CMAP is encouraged to create set of principles of inclusion, equity and adopt this as a Board Policy; encourage all units of local government to adopt a similar equity policy
2. Institute systems for regional equity and inclusionary planning to foster coordinated and cohesive strategic planning that would assist to distribute the regions assets equitably
3. Encourage state and federal legislation to provide financial incentives (income tax credits or deductions) to citizens who select housing in neighborhoods where their presence contributes to the diversity of the area; additionally provide incentive neighborhood development programs to promote inclusiveness and diverse participation.
4. Require multi-cultural impact assessments for proposed policies, community development plans, programs and budgets.

In closing, the issue of equity among the diverse communities of northeastern Illinois is extremely complex. The most difficult issue impacting equity for the region is race; If not considered in every plan, community development, policy or program, the status quo will prevail. Diversity, Inc. applauds the work commissioned by the Chicago Community Trust, undertaken by the Chicago Lawyer's Committee for Civil Rights Under Law and the Blue Ribbon Advisory Board assembled to provide input and feedback. We pledge to work with CMAP as they evaluate each of the elements of the Go To 2040 Plan and incorporate the recommendations of the Human Relations Strategy Paper.

Please contact me to let me know how this will proceed and if there are any questions regarding these comments. I may be reached by telephone at 708-206-1204 or by email at joseph.martin@ssmma.org.

Respectfully,

Joseph Martin,
Executive Director

Cc. SSMMA
BPI
Diversity, Inc.

Subject: Comment on GO TO 2040 plan
From: mmays@vil.woodridge.il.us
Fri 8/6/2010 2:34 PM

Just two comments regarding the draft plan:

Page 375 – "*Pursuing denser, mixed use development can also support GO TO 2040*" - What will be key to this goal's success is ensuring that denser mixed use development is located in areas that provide long term support to the sustainability of the development (e.g. infrastructure, amenities, mass transit options).

Page 386 encourages municipalities to explore ways to coordinate services in order to be more efficient and reduce duplication. In the Counties and Council of Government section, it also addresses this issue, but puts counties in the role as facilitator. It is important to also note that Counties can also be a partner since there is duplication of services between municipalities and counties that could be provided more efficiently by working together.

Thanks for the opportunity to comment.

Michael Mays, AICP
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richard.lanyon@mwrd.org

August 5, 2010

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Blankenhorn:

Subject: Go to 2040, Draft Comprehensive Regional Plan

The Metropolitan Water Reclamation District of Greater Chicago (District) would first like to congratulate CMAP on producing such a wide-ranging future plan for the metropolitan area through extensive efforts over the past three years. We have reviewed the draft plan and have the following comments:

- In the Executive Summary of the Draft Plan (Page 14) is a discussion of the role of different levels of government. Clarification is needed into which category some stakeholders may fall, such as the District. We recommend that the District be mentioned in the "Counties and Council of Governments" section.

- In Challenges and Opportunities (Page 26), in the second paragraph, it states that there is a degradation of air and water quality. We believe this generalization fails to recognize the efforts of the private and public sectors to address these impacts in a highly urbanized area. There has been demonstrable improvement in water quality, for example, within the District in the recent past. We feel the plan should reflect this.

- Throughout Chapter 2 (Pages 71-105), concerning stormwater management, the language is similar to that to the *Illinois Green Infrastructure Study, A Report to the Illinois Environmental Protection Agency of the Criteria in Section 15 of Public Act 96-0026, the Illinois Green Infrastructure for Clean Water Act of 2009, dated May 28, 2010* (Study). Attached for your consideration is a copy of a comment letter the District provided to the Illinois Environmental Protection Agency concerning the Study.

- In Chapter 2 (Page 90), the District endorses efforts for water conservation. We would be interested in obtaining data on future water use trends, especially within the District boundaries, for use in current operations and future infrastructure planning.

- In Chapter 2 (Page 94), the proposed initiative to use Fox River surface water to replace ground water sources may bring stricter water quality effluent standards for the Fox River Water Reclamation District (FRWRD). The District wishes to be involved in these discussions, since we contribute flow to the FRWRD and compensate FWRD for treatment of this flow.

Questions may be directed to Joe Schuessler, Principal Civil Engineer, 312-751-3236.

Very truly yours,

R Lanyon

Richard Lanyon
Executive Director

KAK:WSS:AP:JMS
Attachment

Fox Waterway Agency
45 S. Pistakee Lake Rd. ▪ Fox Lake, IL 60020
(847) 587-8540 ▪ FAX (847) 587-9742
www.foxwaterway.state.il.us

August 4, 2010

Via email: HAhmed@cmap.illinois.gov
Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

RE: CMAP Go To 2040 comments

Dear Mr. Blankenhorn:

We appreciate the opportunity to sit down with your staff in our offices on June 30th to discuss the GoTo 2040 Plan. Overall, we commend the work of everyone involved and the entire process in this monumental task of creating a regional plan.

As an active member of the Environment and Natural Resources Committee, the Fox Waterway Agency has taken a strong position in highlighting water with respect to lakes and rivers, recreational uses, related maritime businesses, and other outdoor interests. Over the past 3 years we have expressed how the rivers, lakes and streams of our area are like the veins and arteries that fuel the entire system. They are the foundation of the entire GoTo 2040 Plan. Additionally, recreational use of our waterways—the Chicagoland area is rich with waterways—is an economic powerhouse that fuels the Chicagoland area and the entire State of Illinois. *This should be part of the GoTo 2040 Plan.*

Sadly, the Plan completely lacks references or recommendations regarding lakes, rivers, streams, recreational uses, maritime uses and commercial uses of waterways, except for their potential use as source water or runoff/waste/stormwater.

Parts of the Waterway Management Strategy need to be added to the final plan. Initially, the Waterway Management Strategy was a soft document with a limited focus on canoes and dams. In order to capture the significant economic, social and environmental significance of our waterways, we rewrote and added entire sections to highlight commercial and recreational impacts and revenues. The report now captures over $566 million in revenue with over $39.8 million in state and local tax revenue that commercial use of our harbors brings in. Recreational use of our waterways is just as significant. Illinois ranks 10th in the nation for number of registered boats and spend $763 million annually on their watercraft, with another $1.2 billion annually on boating trips. *This should be part of the GoTo 2040 Plan.* Additionally, the Plan does not address the hunting and fishing statistics of the Strategy. In Illinois,

44% of all fishing licenses were sold in the Chicagoland area. On the same note, the Region has over 34,000 licensed hunters, who, due to changes in weather and other factors, find that some of the best waterfowl hunting is now in Northern Illinois. *This should be part of the GoTo 2040 Plan.*

In April of this year, Transportation Secretary Ray LaHood formally launched the administration's America's Marine Highway Program, which LaHood said was "long overdue but will soon be a reality." Under the new program, waterway interests will be encouraged to offer marine highway projects for a portion of DOT's new $7 million program that will be announced later this summer. We need to make sure that the Chicagoland area is ready for these programs. *This should be a part of the GoTo 2040 Plan.*

To summarize the previous comments and to provide a more concise list of additions and changes, we offer the following:

1. **Blueways Infrastructure**—that infrastructure related to our rivers, lakes and streams—needs to be captured and inserted with recommendations. This includes references to water not just for its usefulness as source water or energy conservation, but as recreational uses, maritime uses and commercial uses. The huge economic powerhouse that our recreational and maritime uses of waterways generate needs to be captured in the plan. As Transportation Secretary states, "...long overdue". The following Implementation Action Areas are as follows:
    a. Coordinate Open Space Investment to create connected blueways of river, lakes and streams;
    b. Invest in the maintenance and restoration of eroded shorelines and buffer zones around waterways;
    c. Invest in education of waterways and recommend that communities that currently "turn their back" to waterways, reinvest "to face" their waterways and include them in community planning and infrastructure building;
    d. Invest in our ports, marina's and other maritime interests;
    e. Recover and improve water quality of our region's waterways through beneficial dredging programs;
2. Neither the Manage and Conserve Water and Energy Resources chapter, nor the Parks and Open Space chapters of the *GO TO 2040* Plan, covers the recreational and commercial aspects of water or waterway management. This is a major hole in the document that needs to be corrected;
3. As an Agency that permits multiple projects on a regular basis, within the Efficient Government chapter, we see a strong need to capture a recommendation **to streamline permitting, and specifically, the Joint Application Process.** That process has fallen apart. With an initial goal to streamline the coordination of public comment/public hearings/public procedure, the system is so broken that the three main independent Agencies—USACE, IDNR and IEPA—are asking for the same information from the applicant repeatedly, often several months or years apart. Furthermore, multiple public hearings/comment periods are often considered, confusing the public and subjecting the applicant to excessive and unnecessary costs. In this economy, the

need to create a streamlined process, or return back to the former process is critical in moving the economy forward in a positive direction.

If you have any questions concerning this submittal, please feel free to call.

Sincerely,

8/6/10

Ingrid Danler
Executive Director

Cc: Board of Director
Chron
Senator Pam Althoff, FWA Caucus leader
Senator Michael Bond, FWA Caucus leader

From: Jodi Trendler [mailto:Jodi@Trendler.Net]
Sent: Thursday, August 05, 2010 1:05 PM
To: Hala Ahmed
Subject: RE: Friendly Reminder: Request for feedback

Hi Hala!

Sorry for the delay getting this to you! I know there will be a compilation letter coming from one of our members as well, which combines thoughts submitted by a few members of NCEC. For now, *my* general thoughts on the plan:

1) FANTASTIC WORK—KUDOS TO EVERYONE WHO CONTRIBUTED! The extensive research and recommendations for increasing building efficiency is particularly appreciated!
2) The only aspects, that I feel are important, and I couldn't find mention of were:
   -Plans for development of ***regionally interconnected*** localized renewable energy generation (i.e. commercial scale solar installations on large buildings/over highways or large scale geothermal) and distribution
   -Electric vehicle infrastructure development
   -Extensive, CONTINUOUS, public education campaigns. Even though behavioral changes were addressed, how to achieve them didn't seem to be mentioned
   -"Full-cost" pricing for water was addressed, however, full-cost pricing for ENERGY should also be included.

Thank you SO MUCH for coming to present at our meeting! It was very helpful to have an actual person explain the plan vs. trying to read and understand it all on line. We look forward to hearing about your continued work this project, and if there is anything NCEC, or I can do to help please don't hesitate to contact us!

In Community Spirit,

Jodi Trendler

Naperville for Clean Energy and Conservation, www.ncec.us
Green Drinks - Naperville, http://www.greendrinks.org/IL/Naperville
630.983.4063

STORMWATER MANAGEMENT COMMISSION
500 West Winchester Road, Libertyville, IL 60048

August 6, 2010

Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
Willis Tower
233 South Wacker Drive, Suite 800
Chicago, IL 60606

RE Comments on Draft *GO TO 2040* Plan

Dear Mr. Blankenhorn,

The Lake County Stormwater Management Commission (SMC) applauds CMAP in developing the *GO TO 2040* Plan. It is a project of tremendous scope that has been well-executed. As a stormwater management agency, SMC commends the *GO TO 2040* Plan on doing an excellent job of recommending green infrastructure practices for stormwater management. Restoring the hydrology of the region will go a long way toward addressing regional water resource issues. But, there are several water resource topic areas related to stormwater management that deserve more note in the draft plan. The following is a summary of SMC's comments related to these stormwater topics with more specific comments included on the marked-up version of the draft plan that is attached.

Watershed Planning

The draft plan report calls for the development of watershed plans for those areas of the region that do not have plans, but it does not specify or recommend how this goal can be achieved. The watershed planning process is only effective if all key local stakeholders actively participate in the development of the plan. Supporting technical services/staff are needed for developing the plan, bringing the stakeholders together and conducting the planning process. Once complete, watershed plans are only effective if they are implemented at the local level with incentives and support from higher levels of government. Unfortunately the *GO TO 2040* plan does not really cover how watershed planning should be funded or conducted other than by relying on continued use of limited state funding sources. These have not been adequate to-date and it is not clear how this plan will move the watershed planning process along.

Water Quality

Poor water quality in surface water bodies is prevalent throughout the region. This was addressed in previous Northeastern Illinois Planning Commission reports and plan documents but seems to be absent from this plan other than in a few locations where the words 'water quality' are included. SMC recommends adding a section that describes current water quality issues in the region. Adding a map of the impaired waters in the region with a description of the most prevalent impairments with causes and sources would be very illustrative. This would include both nonpoint source and point source water quality impacts. Concurrent recommendations for how the region should proceed to address these causes and sources of impairment should also be included.

Flooding

Thank you for recognizing flooding as a regional problem in the draft plan report. Flooding, land use and transportation are inextricably linked under current conditions in the region. Flooding has been caused by land use and transportation decisions made in the past - and flooding significantly affects the transportation system, water and wastewater infrastructure and the homes and businesses in the region today. While there is no question that flooding damages building structures, economic assessments of flood damages frequently identify transportation damages as being the most significant flood damage category - not just because of physical damage to the roadways etc, but also because of the health and economic losses sustained when people can't get where they need to go (to schools, patronizing businesses, work etc.) safely and in a timely manner. In addition to the damages sustained by the transportation system, the impervious surfaces created by the transportation system are significant contributors to stormwater runoff that creates the flooding problems that the region experiences. For these reasons, a more detailed assessment of regional-scale flood damage along the rivers with concurrent recommendations for addressing it should be included in the regional comprehensive plan.

Lake Michigan

Because of the importance of Lake Michigan in shaping the place where we all live; our environment, economy, and quality of life, considerably more attention needs to be devoted to the Lake in the *GO TO 2040* Plan. Recognition of its regional importance (water supply, transportation, recreation, tourism, aesthetics etc.) and the threats to the Lake that will impact the region need to be covered in considerably more detail in the plan.

SMC appreciates the opportunity to provide these comments on the draft *GO TO 2040* plan. The PDF files of the draft plan report that include more specific comments are included with this letter. Again, congratulations on a large effort well-executed.

Best regards,

Patricia Werner, AICP, CFM
Planning Supervisor

ALLIANCE FOR THE GREAT LAKES

40 YEARS

August 6, 2010

VIA EMAIL
Chicago Metropolitan Agency for Planning
ATTN: CMAP *GO TO 2040* Draft Plan Comments
233 South Wacker Drive, Suite 800
Chicago, IL 60606
E-mail: info@cmap.illinois.gov

Re: Draft *GO TO 2040 Comprehensive Regional Plan*

Dear CMAP:

The Alliance for the Great Lakes is the oldest independent regional citizens' organization focused on environmental issues in the Great Lakes. The Alliance thanks the Chicago Metropolitan Area for Planning (CMAP) for the opportunity to comment on the draft *GO TO 2040 Comprehensive Regional Plan.*

The following comments are in regard to the Plan's Chapter on Regional Mobility and the section of the Livability Chapter titled *Manage and Conserve Water and Energy Resources.*

Regional Mobility - Transportation/Waterways

Chapter 7, *Create a More Efficient Freight Network,* briefly discusses the Chicago Area Waterway System (CAWS), and acknowledges the concerns over invasive species caused by the connection that CAWS makes between the Great Lakes and Mississippi River basins. The Alliance has called for a permanent separation of this connection while recognizing that shipping, other commercial operations, recreational access and water management issues related to the CAWS must be addressed as part of any analysis evaluating separation.

The *Go to 2040 Plan* calls for waterway shipping opportunities to be preserved and expanded. Waterborne commerce and tourism has certainly been a boon to the Chicago-area economy for many years, and waterborne cargo shipping in particular provides distinct sustainability advantages over other modes, with the exception of invasive species introduction. However, rather than concluding that shipping should be preserved and expanded, the current and future importance of the waterways for shipping needs to be studied with the same degree of attention provided to road, rail and air networks. Until that has been accomplished, shipping infrastructure needs and desirability in the CAWS over the next three decades are truly unknown. The plan should call for such studies, including an evaluation of appropriate accommodation for shipping and other waterway uses. These studies should be completed in

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conjunction with regional road, rail and air transportation planning while considering the option of permanent separation of the Great Lakes and Mississippi River basins.

Livability - Manage & Conserve Water & Energy Resources

1. The second bullet point on page 72 is titled: *Integrate land use policies and site planning with water resources*. This section needs to mention the need to integrate land use policies with available water supplies. Land should not be planned or zoned for development without the affirmative identification of a reasonably available water source.

A similar statement to integrate land use policies with available water supplies should also be included in the first paragraph on page 93 under *Integrated Land Use Policies and Site Planning with Water Resources.*

This concept is included in the *Water 2050* plan on page 63 in the chapter titled *The Impact of Land-Use Decisions on Water Resources* where is says: "... incorporating future water demand/ supply information (as can be modified from ongoing Illinois State Water Survey (ISWS) analyses) into local land-use plans is another mechanism that DCEO may use to insure that future developments in the northeastern Illinois region are consistent with regional plans. Communities that are encouraged to review and demonstrate their 40-year water supply will likely be more cognizant of the relationship between growth/development patterns and water use."

2. Include stronger references in numerous locations to the *Water 2050 Plan*, as noted below.

On page 72, there are three CMAP water resource sustainability recommendations. There is no mention in this section that there is a *Water 2050* plan that is behind these recommendations. There should be language in the text at this location, not in a footnote, about the *Water 2050* plan, and readers should be urged to refer to it for more water resource analysis and recommendations.

Language under *Water Use* on page 80 does mention the *Water 2050* plan, but not in a way that indicates its scope. While it is referenced in footnote # 25, here again readers should be specifically urged to refer to it for more water resource analysis and recommendations.

The bottom of page 83 under *Water Demand* is another location where the *Water 2050* plan should be referred to as a building block of the *Go to 2040* plan and readers should be urged to refer to it for more water resource analysis and recommendations.

And on page 90, at the end of the first paragraph under *Water Resource Recommendations*, the reference to *Water 2050* should be strengthened by urging readers to go to this water resources plan.

Footnote #49 on page 92 and footnote #61 and its related sentence on page 104 are excellent examples of the type of referencing to the *Water 2050* plan being called for here, including the CMAP web link for the plan in each reference.

3. On page 81 under *Energy and Water Nexus* the text states:

> "Furthermore, federally-imposed standards on water providers to control emerging contaminants, such as pharmaceuticals and personal care products, demand costly and energy intensive treatment processes."

While federally imposed standards for emerging contaminants are expected, there are no such standards yet in place and they are not likely to be in place for many years. This sentence should be amended to read:

> "Furthermore, federally-imposed standards on water providers to control emerging contaminants, such as pharmaceuticals and personal care products, <u>are anticipated and will</u> demand costly and energy intensive treatment processes."

That same sentence, plus the next two sentences, read as follows:

> "Furthermore, federally-imposed standards on water providers to control emerging contaminants, such as pharmaceuticals and personal care products, demand costly and energy intensive treatment processes. It is important that the energy implications of such standards are closely studied and mitigated before enforcement. Options such as waterless urinals and composting toilets, among others, should be further studied as alternatives to stringent water treatment standards."

Waterless urinals and composting toilets are not options for treatment for emerging contaminants, and do not eliminate such contaminants from the hydrologic cycle. They are water conservation demand-side management measures that reduce water consumption levels for the flushing of waste. They bear no relation to or impact on drinking water treatment. The last sentence above should be stricken.

4. After noting the energy/water nexus in its own section, the *Greenhouse Gas* section on page 84 makes no mention of the potential greenhouse gas reductions achievable through water conservation. Significant green house gas reductions through water conservation are achievable at the local level without further Federal action. The text should be amended as follows:

> "... energy retrofits, transit investments, <u>water conservation</u> and emphasis on compact development recommended in *GO TO 2040,* which represent an optimistic but achievable level of voluntary GHG emissions reductions for the region that concentrate on transportation, <u>water use</u> and energy use in buildings, as they are ~~two~~ <u>three</u> areas which can be positively influenced by *GO TO 2040."*

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5. Table 1 on page 91 cites CMAP, 2010 as its source, as does Figure 21 on page 95. That reference is too general to be meaningful to anyone wishing to find the source. These references should include the appropriate section of the *Water 2050* plan that includes the information referenced.

6. On page 94 under *Optimize Water and Energy Sources to Scale of Operation*, communities that can switch from ground water to the Fox or Kankakee Rivers are encouraged to do so in light of studies by the ISWS showing that these rivers have the potential for supplies for future growth. It is extremely critical to note the source of most of this potential supply on the Fox River. It is not from existing flow in the river but from increased wastewater plant discharges into the Fox that are coming from municipal systems that are pumping from the shallow and deep aquifers that are being mined. Less additional water is available from the Fox River as pumpage from the shallow and deep aquifers in the area declines. The Fox River flow could also be reduced by about 7 million gallons per day if the City of Waukesha, Wisconsin switches from deep and shallow aquifers to Lake Michigan water.

7. The following sentences at the top of page 95 do not logically follow one-another:

> "Communities dependent on Lake Michigan are mostly served by water that has been treated and processed by the Chicago Water Management Department. Thus, it is particularly relevant for communities that draw from surface water supplies and groundwater to explore consolidation of water service to attain economies of scale."

The fact referenced in the first sentence does not lead to the suggestion in the second. This is still true when these sentences are read in the context of the full paragraph in which they appear. It seems that a transition sentence or two is needed here.

8. The discussion on page 95 suggesting the consolidation of water utilities and the consolidation of wastewater facilities does not go far enough. The operations of water and wastewater utilities can have significant impacts on one another, but divided operation and management impedes the implementation of operational, policy and capital investments that are in the mutual best interests of both utilities, their customers and the environment. Language urging the consolidation of the management of water and wastewater utilities, known in some circles as Integrated Water Management, should be added to this section.

9. On page 98 the action item titled "Promote rainwater harvesting for non-potable indoor uses" lists municipalities and non-profits as implementers. Implementation of this action also requires state action. Senate Bill 2549, Rainwater Harvesting, introduced in the last session of the legislature and approved in the Senate, is the type of action needed at the state level to implement this action. The state should be added as an implementer.

10. On page 100, under *Implementation Action Area #3, Pricing*, the action to utilize full cost pricing includes CMAP, municipalities and utilities. The *Go to 2040* plan area also includes

private water utilities whose rate structures are set by the Illinois Commerce Commission (ICC). The Implementers box should also include the ICC.

11. On page 102, *Implementation Action Area #4: Funding* the first action item calls for the use of SRF funds to implement full cost pricing. The Green Project Reserve program can be used for a variety of water conservation measures in addition to full cost pricing. It is suggested that this action item be amended as follows: "Use State Revolving Funds as a mechanism for implementing water conservation measures, including full-cost pricing"

12. On page 102, *Implementation Action Area #5: Local Governments as Early Adopters of Sustainable Practices* does not include water conservation, just as it was not included in a prior section on Green House Gas reductions as noted in comment #4 above. Implementation of water conservation measures is recommended numerous times in the plan and can be an effective sustainability measure implemented at the local level without Federal action. It needs to be included here as a separate action item.

13. Page 229 under *Regional Mobility, Freight* includes the following statement:

> "As implementation occurs, planning for the next phase should commence. The CREATE Partnership, along with CMAP should begin to develop, finance, and implement projects and improvements beyond those identified in the CREATE."

A similar statement regarding *Water 2050* should be included in the section titled *Manage & Conserve Water & Energy Resources*. The *Water 2050* plan calls for and assumes a next phase of water resource planning on page 152 where it states:

> "Thus, the next five-year planning cycle, commencing in February 2010, will aim to address deficiencies that are enumerated towards the end of this chapter and the ongoing need for refinement in the many areas under current consideration."

As we all know, that next five-year planning cycle has not begun nor is it currently anticipated. *Go to 2040* should include a statement calling for an on-going iterative water resource planning process in the Implementation Action area, as it does with CREATE in Freight.

14. The structure of the *Go to 2040* plan section titled *Manage & Conserve Water & Energy Resources* seems to jump from one subject area to another and then back again. For instance, there are three water resources recommendations on page 72, additional, more comprehensive recommendations beginning on page 90, and further recommendations in the Implementation Action section. A person reading page 72 and not comprehensively reading the whole report might conclude the recommendations on page 72 are all of them. Page 72 should at least include a reference to move the reader to page 90 and 97 for more water resource recommendations.

15. We are pleased to see the call for IDNR to make the data reported by Lake Michigan water users publicly available in electronic form. We are also pleased to see the call for municipal

utilities to move toward full cost pricing, including full maintenance and capital costs in their water rates.

Thank you for the opportunity to submit these comments. Should you have any questions about our comments please contact Ed Glatfelter at 312-939-0838 x235 or eglatfelter@greatlakes.org.

Sincerely,

Ed Glatfelter
Director of Water Conservation Programs
Alliance for the Great Lakes

Cc: Tim Loftus
Hala A. Ahmed

The Upper Des Plaines River Ecosystem Partnership's (UDPREP) mission is to preserve, protect, and enhance the Upper Des Plaines River Watershed through stakeholder education, collaboration, and technical assistance. Our comments on the GOTO 2040 plan relate to the effects of this plan on the health of the watershed, and the considerations for the entire Northeastern Illinois water resources in general. UDPREP appreciates the time and consideration already invested in this plan and we see a few ways that the plan could be enhanced. Specifically the plan should;

- **Include Watershed plans in decision making.** Many watersheds in the Chicago Region have worked diligently with the input of local stakeholders to identify priority goals for each watershed based upon the current conditions and water quality objectives. The GOTO 2040 Plan should include and address that watershed plans exist and are excellent guides for future land use.
- **Include the goal of good water quality in all planning**. Surface and groundwater quality affects the life of all citizens. The Lake Michigan Compact is an example of how critical clean water access will be in the future. In looking ahead to water access issues, protection of those water systems should be considered in all planning.
- **Include the Lake Michigan Compact regulations in the plan**. The Lake Michigan compact is a binding agreement that governs water use. The "Water 2050: Northeastern Illinois Regional Water Supply/Demand Plan" (CMAP, March 2010) document is much clearer on the implications of the Compact (e.g. pp 20-21). The text in the Go To 2040 Plan needs to (1) much more explicitly reference the Water 2050 plan; (2) adopt the water conservation and efficiency objectives at pg 21 of Water 2050, such as implementing supply and demand management policies, educating all water users, and reducing water loss and waste; and (3) incorporate the specific water conservation permit requirements listed at Water 2050 pg. 72.
- **Include invasive species control as a priority**. The control of invasive species whether in Lake Michigan, in our waterways, or in our back yards should be addressed as a needed action for healthy eco-systems and biodiversity.
- **Emphasize the importance of water quality for recreation resources as well**. Lake Michigan, inland lakes and our river systems are recreational resources and the ability to utilize them as such is dependent upon the quality of the water.
- **Use stormwater management systems to reduce flooding and consequently flood related damages**. Stormwater management through the use of 'green' alternatives have been implemented around the globe as effective tools to reduce future flooding. This should be acknowledged in our region as well. Support for current green infrastructure and exploration of alternatives will help to reduce future flooding and the significant costs associated with that flooding.
- **Separate the Rte 53 corridor project from the Rte 120 project**. The separation of the Rte 53 and Rte 120 corridors has been assumed by most entities in the region and should also be separated here.
- **Exploration of transportation alternatives**. The use of transportation alternatives, other than building additional roadways, needs to be a priority. Our region's use of public transportation should be improved and resources should be invested in those improvements. Alternatively, looking at regional land use as it relates to transportation will help to create communities where transportation needs are reduced.
- **Protection of natural resources in transportation corridors**. The use of green road designs, and protection of resources along roads, and transit corridors will enhance the quality of life for the region and reduce stormwater runoff.
- **Include a regional acknowledgment of the 'green' systems and the importance of their connectivity**. It has been widely recognized that quality of life includes green systems. Future land use planning should revolve around these systems and work to keep intact the remaining resources in the region.

Respectfully submitted,
Nancy Schumm-Burgess, UDPREP Coordinator

Comments on Draft CMAP Go to 2040 Plan

Paul M. Schuch, P.E., CFM
Director Water Resources
Kane County, Illinois

August 6, 2010

The following paragraphs are comments in regards to the subject of Water Resources and Water Supply Planning as presented in the Draft CMAP Go to 2040 Plan:

In the Livable Communities section of the report, Section 2 "Manage and Conserve Water and Energy Resources" has many good points and ideas and confronts many issues with solid thinking. We understand the nexus between water and energy resources, however there is much more for planners and policy makers to understand and take ownership of when making hard political decisions regarding the water resources of the region than making this single broad connection between the two. Interweaving the discussion in the chapter may actually take away from understanding the individual issues with water and energy resources. The novice reader is being pulled from one discussion to the other and may lose their train of thought. Water and energy could be separately discussed throughout the section and then brought together at the end of the section.

The water resources of the region are connected by the hydrologic cycle. Until European settlement began, the region was in harmony with the hydrologic cycle and our water resources were self sustaining. European settlers came to the area and wanted to harness and conquer the environment. We are living with their legacy, and regrettably not in a sustainable fashion. We have altered the hydrologic cycle with land development and public infrastructure. We have compartmentalized our thinking of water by calling it 'storm' water, 'potable' water or 'waste' water, when they all contain the same water molecule. This draft of the Go to 2040 Plan tends to perpetuate that thinking instead of bringing in the hydrologic cycle into the discussion early on in the section. This is a fundamental weakness of the entire discussion. Perhaps a diagram and a sidebar of the hydrologic cycle would be in order, and instead of trying to weave the connection of water and energy resources together throughout the section, the connection between the hydrologic cycle and the Go to 2040 Plan should be woven throughout the section, from identification of issues through the final recommendations.

Another fundamental deficiency in the section is the lack of even one mention of the state's 1985 Land Resource Management Planning Act. We realize that the potential programs under the act are not funded by the state and not all the counties in the region are utilizing the authority granted to counties to plan for the natural resources of their region consistent with the act. However, there are a few counties in the region that do utilize the authority given to them to look at their natural resources in a holistic fashion and have developed land resource management plans, programs and ordinances using

the enabling legislation. Kane County and other portions of the region have had much success in this method of planning and implementation since the availability of this legislation. We feel it is time for the region to begin looking at the bigger picture related to land resource planning in order to help the state preserve its natural resources. Perhaps another was of stating our desire for the region and the state is through the mission statement of the Water Resources Division in Kane County: "Preserving, protecting and enhancing the water resources of Kane County through enforcement of County Ordinances and orderly planning, development of and management of water related resources and infrastructure in harmony with nature". Kane County has gone through a series of planning choices over the years so that our planning, zoning and subdivision programs are responsive to the land resource management approach to growth. Yes, the region is moving in this direction as well, but this needs to be said early on in the Go to 2040 Plan.

There is a lot of discussion in the section on "Green Infrastructure", but it is not well defined until the end of the section. Perhaps a sidebar with a diagram and some discussion is needed early on in the chapter, since this is a relatively new and important concept to many in the region and fundamental to the understanding of the section.

Stormwater management, especially flooding, is given much discussion in the section. While we are in agreement with much of the discussion, again it seems to almost be compartmentalized rather than part of the holistic discussion of our water resources. If stormwater quantity and quality is the key to our future water supplies in much of the region, then that should be said in the holistic context of the hydrologic cycle.

Stormwater is the 'newest' supply of water available to us (compared to shallow and deep aquifers with deep aquifer water being the 'oldest' water) as long as there is not a drought. There is no mention of drought and drought planning for those communities reliant on inland surface water, yet it is recommended that communities on groundwater should move towards inland surface water supplies. Drought planning and water conservation are interrelated and it should be mentioned as such. In addition, it could be mentioned then that for groundwater dependent areas of the region that can go to inland surface waters, that the shallow and deep aquifers be held in reserve for drought times.

There will remain in the region certain communities who cannot move to Lake Michigan or inland surface water supplies. They will need to rely on groundwater. The deep aquifer in certain outlying areas may be a sustainable supply of water for some of the outer reaches of the region. However, the deep aquifer is not sustainable in most of the region, and this should be amplified in this section of the Go to 2040 Plan. The shallow aquifer may be sustainable in some portions of the region, but much scientific knowledge will need to be gathered to demonstrate this.

There needs to be a mention of the need for and importance of additional up to date scientific knowledge, planning and management of the region's shallow aquifer systems in order to plan for a sustainable water supply for the entire region in a holistic fashion.

There will be many unincorporated users of the shallow aquifer systems that will rely on these systems in perpetuity. Additional scientific knowledge is needed to protect the quantity and quality of these waters. We recognize that the SARA method is promoted in the Go to 2040 Plan as a first step in preserving shallow aquifers from contamination, but additional work is necessary in truly defining the shallow aquifers ability to provide sustainable quantity and quality of water.

On page 90 of the section, it is mentioned that "*GO TO 2040* supports an integrated approach to water resources planning. This assumes actions that protect and enhance water quality and quantity at all parts of the water cycle. The main theme for these actions is source protection through water use conservation and stormwater management" [underline added]. The underlined statement is disturbing in that it eludes that only water conservation and stormwater management, as mentioned in the Plan are needed for the successful planning for water supplies in the region. True Integrated Water Resource Planning involves numerous other facets of science and technology and integrates them with wastewater, both gray water and brown water, for a truly holistic approach.

The beneficial uses of both gray water and brown water are not discussed in the section in a positive light. The use of gray water is touched upon slightly, but its use discouraged because of the cost. It is not clear if this is meant as the cost to retrofit or initially construct gray water systems. Certainly the cost-effectiveness of new land application systems in Kane County and other parts of the region has been demonstrated as being successful in newly constructed water reuse and recycling systems in several developments, and in other parts of the nation, the use of gray water is being implemented. The water molecule in gray water and brown water is still part of the hydrologic cycle, yet the Go to 2040 Plan seems to ignore these uses of water and compartmentalizes them out of the discussion, while there are successful uses of these waters in parts of the region. It is recommended we build on success wherever we can.

With regards to success, we feel that the lack of success in the region on the implementation of stormwater user fees has already set the tone for the future discussion of them as a run-around of the real tax cap in northeastern Illinois. If this method of funding is desirable, then an argument will need to be given, why this is a preferable method of funding as opposed to potential other methods.

The idea of consolidating water and wastewater systems will also meet resistance from many municipalities who wish to remain autonomous and in control of their own utilities. They will view this as a power grab by others and that it will somehow be a treat to their growth. An argument must be prepared for this comment if utility regionalization is to viewed at in the light of economies of scale. Also, regionalized waste water systems, will concentrate remaining wastes in a single point source discharge unless other methods of wastewater reuse are considered with the regionalization.

There is a dichotomy in the phrase 'effective impervious area' used in the section. Effective has the connotation of being good. It is then used with the term impervious in

a way where actually less impervious area brings about the greater good. We are not sure of the origination of the term 'effective impervious area'. If it is a term coined by CMAP, then perhaps it should be changed to something like 'ineffective impervious area', whereby less is then better.

We believe the discussion is still undergoing refinement concerning the giving of detention volume credits for green infrastructure practices. There are arguments in many circles in the nation that stormwater detention should be computed to retain the entire volume of additional stormwater runoff from a development site. Giving stormwater credits based on a stormwater ordinance that regulated the peak runoff from a site may be contrary to Illinois Drainage Law in many circumstances. The idea of stormwater detention credits needs to be carefully reworded if it is to remain in the section.

The discussion on retrofitting of plumbing fixtures in a home to water conserving fixtures at the time of real estate closings if gong to meet resistance from many parties, including real estate professional, home owners, mortgage companies and others. If there is a way to build in an incentive for this to occur, financial or otherwise, then that argument should be included in the discussion in the section in order to better justify the recommendation.

Finally, the role of counties in water resource planning and conservation is left unsaid in many areas of the section. For example, there is a lack of mention of the role of counties in sub-regional water supply planning, when there are many success stories in the region of involving the role of counties with stormwater management planning. The counties roles with the COGs in the newly forming Northwest Water Supply Planning Area Alliance are also not recognized. Nor is the role of Kane County and other counties recognized in providing scientific knowledge, grant and loan monies, planning assistance and staff time for resource management, water supply planning and infrastructure improvements. The roles of the counties needs to be at least further recognized in the implementation tables at the end of the section if not more in the text of the section as well. I can forward specific additions in a marked up copy of the section if would help.

From: Gregory Ehrendreich - MEEA [mailto:gehrendreich@mwalliance.org]
Sent: Friday, August 06, 2010 11:04 AM
To: Jamie Peters - MEEA; Hala Ahmed
Subject: RE: Request for feedback

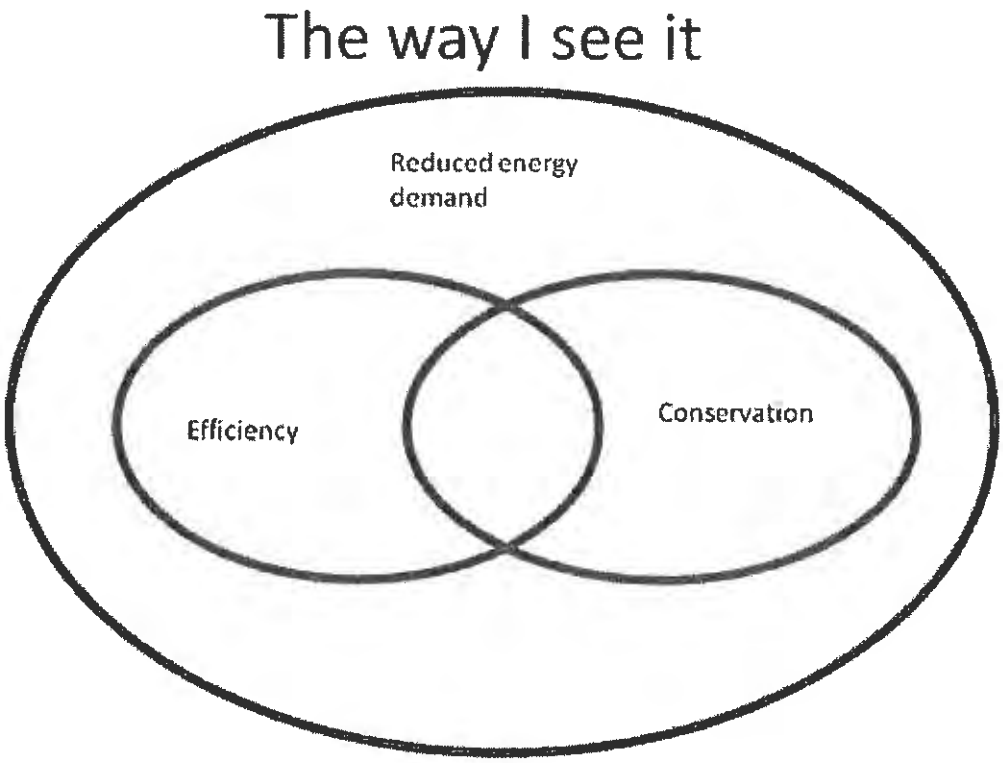
Hala-

Maybe it's just a jargon/buzzword thing, but the document seems to use 'conservation' and 'efficiency' as synonyms. It's kind of inconsistent and scattered, seemingly arbitrary which you use when.

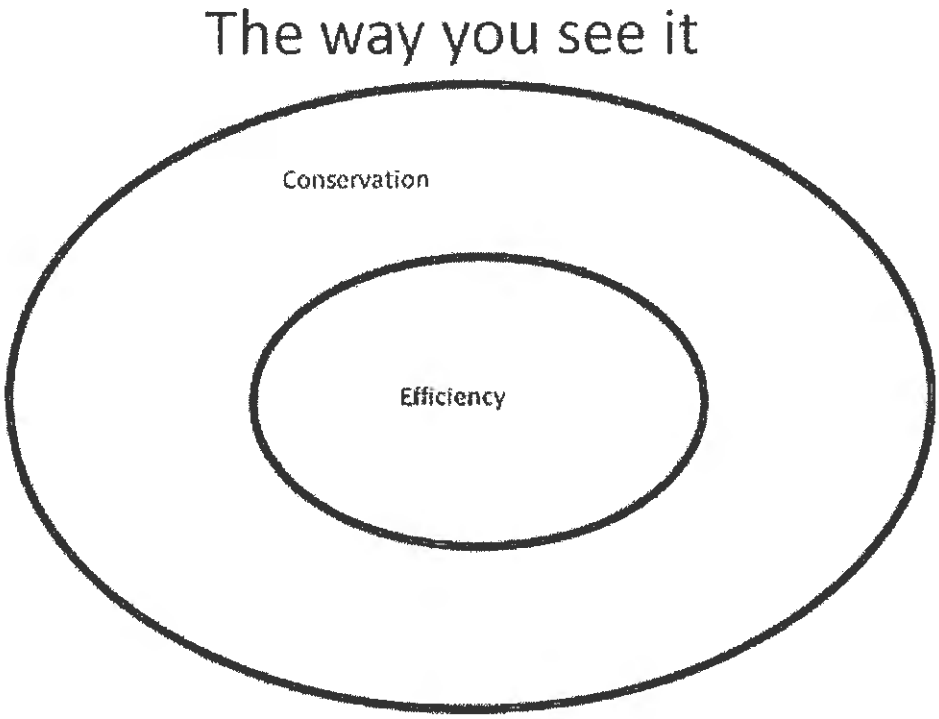
To me 'energy conservation' is a rather different horse from 'energy efficiency.' They are both ways to reduce the amount of energy demanded by consumers, but I see them as different.

Conservation, to me, means reducing the level of energy service to save energy (e.g. lowering the thermostat and being less comfortable but using less energy, or replacing a 100W incandescent with a 60W using less energy but getting less light), whereas efficiency means getting the same level of energy service using less energy (e.g. getting a better furnace or more insulation so you can leave the temperature at the same comfortable setting but use less energy to do it, or replacing an incandescent bulb with a CFL that has the same number of lumens thus saving energy without reducing light). They aren't /necessarily/ mutually exclusive – for example a retrofit program could implement both efficiency and conservation measures - but one isn't directly a subset of the other the way I look at it.

I see it like this



And this is how I think your document is looking at it



Or another way to look at it, if you think what I'm saying is too far out there, is the connotation. In the mind of the public, conservation is what Jimmy Carter wanted us to do in the 70's that nobody wanted to do; efficiency is what we are doing now that is working and is benefiting consumers, utilities, and the public good. In the mind of the public, conservation = old & bad & low-tech; efficiency = new & good & high-tech. If you want someone to do something, you'll have better luck if you call it efficiency instead of conservation.

On pdf p.32, at the bottom, you've even got "energy efficiency and conservation" which muddies things up even more since you don't ever really distinguish between the two as being different but now you're suddenly referring to them as if they are.

From what I read in the chapter, I think you could change most instances of "energy conservation" to "energy efficiency" or use some variation of "reducing energy demand" or "reducing the use of" when you are being more broad about the subject, and I think it would be more precise. I don't know if the water folks make the same kind of distinction between conservation and efficiency that energy people do, but maybe somebody at the Alliance for Water Efficiency could answer that sort of question.

Another small thing, the paragraph on pdf p.18 discussing PACE financing…the politics of that have fallen apart and we definitely hope that Congress will do something to protect PACE but as it stands with FHFA and Fannie/Freddie, PACE is hanging by a thread. This section could be updated to note the current political realities, or could be de-emphasized until such time as the

issue is resolved. Don't necessarily want people to get their hopes up for something that doesn't have a clear political future.

Good luck with your comments and edits. Glad to contribute my nitpickiness to your process.

-=Greg

--
Gregory Ehrendreich | *Research Analyst*
Midwest Energy Efficiency Alliance (MEEA)

To Whom it May Concern,

It was with great interest that I read a portion of the Go to 2040 plan, namely the energy conservation portion. GHG emission reductions need to be a top priority in this plan. The plan seems very comprehensive, but implementation of the plan would only decrease GHG emissions 10% above 1990 levels. While that is a laudable goal, it seems that the plan should be more aggressive in its recommendation of implementation of alternative energies. The plan keeps mentioning that the federal government will have to step in to reduce GHG emissions, but there are things we can do as an area to promote more use of alternative energies. Production of alternative energies close to home should be a top priority. Ordinances to put solar panels on roofs could provide energy for many businesses who join into an energy co- op. Likewise, school districts or housing areas could get their energy from solar panel co-ops. I know that commonwealth edison controls the electricity for most of the area. Cooperation between municipalities and the electric companies is essential to use more alternative energies. Sure, cities can lead by example by using alternative energy for their fleets, but that will not get us to GHG reduction goals. The state goal of 25% alternative energy use by 2024 seems to be too little too late. The 2040 plan doesn't even have a goal for the percentage of alternative energy. I didn't see how the plan will monitor GHG emissions to see if the plan is having an effect. Perhaps the plan is going to leave that up to the federal government too.

Sincerely,

Chris Martersteck
Naperville, IL

August 6, 2010

TO: Hala Ahmed, CMAP
FROM: Naperville for Clean Energy and Conservation
RE: Response to CMAP Plan

Introduction:

The members of NCEC (Naperville for Clean Energy and Conservation) appreciate CMAP's request for feedback on the Manage and Conserve Water and Energy chapter of the Go To 2040 regional plan. This effort to coordinate land use and transportation planning could help conserve energy while also helping lead the state out of its current economic mess.

The plan offers insightful information and good ideas. We especially like the emphasis on potential economic benefits of improved energy policy, as mentioned on page 36. Specific ideas, such as Property Assessed Clean Energy (PACE), and the call to reduce heat island effects by planting more trees.

However, as is typical in such large-scale plans, there could be more about how to actually implement all these good ideas. Perhaps this is addressed later in the document. We also understand that political and budgetary constraints come into play. Similar issues may be the reason for somewhat timid goals such as a 1.2 percent increase in the use of electricity for transportation by 2040. Can't we do better than that in the next 30 years?

By their nature, comprehensive plans are somewhat general. Most of our comments we are specific and/or prescriptive, so they should prove helpful as you begin implementing the plan. Since we have not read the entire plan, there is a good chance that some of the policies we espouse here are addressed elsewhere in the document. Perhaps these types of specific action steps can help CMAP overcome the political and budget constraints that always come in to play. Put more bluntly, our comments demonstrate that progressive energy policy has a strong constituency in northeastern Illinois, a fact of political life that elected officials should keep in mind.

A final caveat: This document should not be considered an official NCEC position or policy. Rather, it is the response of several NCEC members to CMAP's request for input.

Proposed Actions:

Transportation

- Create zoning, dedicated lanes, and incentives (e.g., toll-free, preferred / free parking, preferred toll lane) for Neighborhood Electric Vehicles.
- Infrastructure needs for future development of plug-in automobiles should be planned. This includes region-wide smart grid technology, as well as actual charging stations, etc.

http://en.wikipedia.org/wiki/Neighborhood_Electric_Vehicle

- Develop trail systems for to connect schools, parks, and other public spaces.[1]
- Implement / expand car sharing operations (CSOs) (e.g., ZipCars /WeCars) at all commuter rail stations and colleges. http://en.wikipedia.org/wiki/Carsharing
- Construct viaducts at railroad crossings to prevent idling (reduce energy waste and pollution).
- Construct roundabouts to prevent idling (reduce energy waste (including traffic signals) and pollution). See: http://en.wikipedia.org/wiki/Roundabout
- Implement/expand user friendly mass transit such as trams/trolleys.

Municipal Buildings and Schools

- Require LEED status, preferably Platinum
- Mandate clean energy sources (geothermal, wind, solar)
- Mandate recycling programs
- Mandate food composting programs (doubles as an educational tool)
- Mandate green roofs (doubles as an educational tool)
- Mandate eco-friendly lunch boxes
- Create parks at schools / municipal centers for family weekend use.

Electrical Power Plants

- Mandate timetable for CCS (Carbon Capture and Storage (Sequestration) for Regional coal-fired electrical power generating stations.
- Plan for and encourage smart grid technology. Naperville is in the early stages of a smart grid project.
- "Full-cost" pricing should be recommended for energy (electric and natural gas) production/use/conservation, just as recommended for water conservation.
- More stringent local environmental regulations to reduce pollution and subsequent adverse human health effects.

Coal-Fired Power Plants in Chicago

The Crawford and Fisk power plants are the two largest sources of particulate forming air pollution in Chicago and contribute to the area exceeding federal health standards for particle pollution. The Fisk plant in Pilsen and the Crawford plant in the Little Village neighborhood are owned by Midwest Generation, a subsidiary of California-based Edison International, a corporation that sells electricity to Commonwealth Edison. None of the power generated at Fisk and Crawford is actually sold to Illinois utilities, but rather is used to maintain reliability of the electrical grid during peak times. Chicago residents are therefore bearing the ill health effects of dirty plants that send their product elsewhere.

According to the most recent data available (2003–04), the two plants combined emit:

- 230 lbs of mercury, which causes brain damage [1];
- 17,765 tons of sulfur dioxide and nitrogen oxide, which cause ozone and acid rain, becoming particulate matter that contributes to breathing problems.[2];
- 260,000 lbs of soot [3]

The Fisk plant was most recently rebuilt in 1958 and Crawford in 1959. The idea behind "grandfathering" the 1950s-era plants in the 1977 Federal Clean Air Act was that the dirty old plants soon would be replaced by more modern, cleaner plants. This was a costly error we are still fighting to correct.

The current federal framework for reducing power-plant pollution nationwide, the so-called "cap and trade" program, allows heavy pollution to be concentrated in areas that are home to people who are most vulnerable to the ill health effects from it, areas with lower-income individuals and minorities who are disenfranchised from the political process and power structure. This is the core concept of environmental injustice.

Local Food

- Replant lawns with edibles and build raised vegetable beds.
- Implement a local currency project in (e.g. Whidbey Island, Washington)
- Get 50 percent of food from farms and processors within 100 miles of town[2]

City and Local Businesses

- By 2025, use 50 percent less energy[3] Renewable energy, such as solar, wind and geothermal, needs to be addressed with a regional perspective, not just for individual households. Inn order to ensure safe, secure, less environmentally exhaustive and destructive energy, it needs to be generated, at least partially and as possible, within more localized, interconnected community/regional centers, and made less dependent on current large network utilities.

- Generate 50 percent of gross domestic product from local businesses.[5]
- Maximize passive solar architecture and site planning for solar access.
- Mandate commercial business recycling programs.
- Derive 50 percent of the energy it does use from local sources[4]
- Mandate recycling programs at fast food restaurant chains.
- Challenge businesses to switch from "cradle to grave" linear processes to closed-loop "cradle-to-cradle" processes.
- Lead and develop macro industrial ecosystems; e.g.,
    - Using electric power utility carbon dioxide for cement production (see below).
    - Use Polyvinyl Chloride waste as a food (reducing agent) for ironmaking (see below)

Waste

- Develop a timetable for region (subregions) to be "zero-waste" (e.g., Kamikatsu, Japan). http://www.appropedia.org/Kamikatsu_Waste_Management
- Institute Styrene / Expanded Polystyrene (EPS) recycling programs (e.g., http://www.dartcontainer.com/web/environ.nsf/pages/enrecy.html)
- Ban plastic grocery / store bags (see: http://articles.sfgate.com/2010-06-02/news/21653568_1_plastic-bags-ban-plastic-paper-bags)

Water

- Distribute rain barrels and maximize use of grey water.
- Auction rain barrels hand-painted by local artists
- Employ "Natural System" storm water management

Education:

- Develop extensive, continuous public education campaigns to raise awareness and improve compliance.

COOK COUNTY
FARM BUREAU
6438 JOLIET ROAD
COUNTRYSIDE, ILLINOIS 60525

July 29, 2010

Chicago Metropolitan Agency for Planning
ATTN: CMAP *GO TO 2040* Plan Draft Comments
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

To Whom It May Concern:

The purpose of this communication is to comment on the *GO TO 2040* Plan.

While we recognize the time, talent and work that went into the drafting of the *GO TO 2040* Plan ("Plan") we are concerned about the Plan's sole emphasis on smaller, organic farm parcels and the lack of information on conventional agriculture. The eight county region is home to all forms of farming, including both traditional and value-added agriculture. Additionally, to provide enough food and fuel for not only Americans but also our trading partners, all forms of agricultural production are essential. Having said that, farmland conservation of all forms of agricultural production is necessary; however, farm management decisions for those acres being conserved should remain the decision of the farmer.

Agricultural land is open space, which is recognized and appreciated in the Plan. Additionally, in regards to forest preserve property, the Plan discusses the concept of farming in the forest preserves, which is a concept supported by the Cook County Farm Bureau. However, our policy does not allow us to support the Plan's goal of increased forest preserve holdings until the current Cook County Forest Preserve holdings are better managed and maintained. Cook County is home to over 68,000 acres of forest preserve including grassland, woods, wetlands, lakes, sloughs and recreational facilities. While many of the main sites are maintained, the District is lagging in the areas of invasive species removal and restoration and general up-keep despite having a sizable workforce and solid financial base.

In regards to state and local tax policy, few individuals would disagree that Cook County's property tax system needs to be overhauled. However, it is dangerous to call for a blanket reform of the property tax system without having details regarding that reform. Additionally, to "broaden" the property tax base, tax exemptions, caps and

PHONE: 708-354-3276 • FAX: 708-579-6056 • E-MAIL: ccfb@cookcfb.org • WEB: www.cookcfb.org

special use permits may be eliminated. Unlike other counties in Illinois, Cook County does not have a property tax classification for agricultural property; therefore, eliminating special use permits could seriously harm the Cook County agricultural industry.

Finally, the Plan repeatedly calls for additional funding and while it's difficult to determine local, state and federal finances in thirty years it is important to realize that additional funding is likely to come from increased taxes or fees. At this time, residents do not have the tolerance for increased taxes nor do they have the tolerance for new or expanded programs; therefore, it is essential that governmental bodies have their fiscal house in order before calling for new or expanded funding. While the Plan does call for increased governmental transparency, it does not speak to the necessity of fiscal improvements.

We recognize the time, talent and staff resources that went into the drafting of the *GO TO 2040* Plan; however, the draft document presents several concerns including its stance on agriculture, taxation and government program financing. If you have any questions or would like any further details regarding our position on the *GO TO 2040* Plan, please contact Bona Heinsohn at (708) 354-3276.

Sincerely,

James T. Bradau

James Bradau, President
Cook County Farm Bureau

Chicago's Best Friend

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Friends of the Parks

17 N. State Street • Suite 1450 • Chicago, Illinois 60602-3315
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July 30, 2010

Randy Blankenhorn, Executive Director
CMAP
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Randy:

We wish to congratulate you on the positive impact CMAP's GO TO 2040 Planning Initiative has had on discussion regarding the Chicago region's future. We admire the tremendous efforts you and all of the CMAP staff have put forward to develop a comprehensive and cohesive planning vision for the great Chicago region. We support CMAP's Regional Comprehensive Plan for promoting better land use decisions by using three planning principles or criteria:

- Preservation of natural areas
- Providing more parks and accessibility to parks
- Making functional connections with green infrastructure network, i.e. greenways and trails, including water trails.

Friends of the Parks supports the 2040 goal for the region to be substantially closer to having a fully connected network of protected land and water along waterway corridors with park access for all residents of the region meeting a minimum standard and a doubling of greenway trails now 700 miles.

FOTP recommends that CMAP's GO TO 2040 Planning Initiative incorporate in the document's narrative The Last Four Miles: A Plan to Complete Chicago's Public Lakefront Parks. The proposal articulates a clear and compelling vision for the completion of one of the Chicago region's most valuable assets: its public lakefront providing access to Lake Michigan.

We believe the Last Four Miles Plan has significant regional benefits that complement the goals of GO TO 2040. These include completing a single lakefront-long park, which will contribute to the regional open-space network, as well as benefit the Lake Michigan ecosystem and the quality of life for all. The economic, cultural and recreational benefits alone are unparalleled in their potential effect on people living in the Chicago region. The Last Four Miles presents an alternative to

car-based transportation with an extensive bike trail, and also significantly advances regional habitat.creation and lake protection, which we feel will establish the benchmark for 21st century planning for the Great Lakes and our natural resources.

FOTP also recommends:

- Specification of a minimum standard for each of the 7 counties.
  - Rather than only encouraging the region to provide all residents with a (non-specified) minimum of park access by 2040, CMAP should promoe a robust minimum standard which acknowledges the realities of the open space opportunitities in the dense urban, as well as the more rural areas of the 7 county region.
- Mention of specific projects which would contribute to achieving these goals, such as completing Chicago's lakefront parks system, which is the first policy of the Lake Michigan and Chicago Lakefront Protection Ordinance.
  - For example, on p. 112, the CMAP Regional Comprehensive Plan states that opportunities are scarce to reach the City of Chicago standard. FOTP recommends that a line be inserted regarding effective ways to increase parkland in a dense urban environment, such as recreating sustainable parkland for public recreation purposes which will also create habitat and benefit the Lake Michigan ecosystem.
  - On p. 113, CMAP Regional Plan recommends that more parks be established. FOTP recommends that specific examples be suggested, such as Completing Chicago's Lakefront Parks which would add 500 acres of beaches and parks.
  - On p. 116, CMAP Regional Plan references worthy Green Legacy projects developed for the Burnham Centennial, "one of the most important being the Last Four Miles Plan to complete the park system along the Lake Michigan shoreline."
  - In the Implementation Table on p. 118, CMAP recommends prioritization of greenway trail projects.
  - FOTP recommends that significant examples be noted, such as completing the Lakefront Trail which links the City together and connects with existing and proposed trail projects.
- Correction of CMAP's greenway trails map.
  - The proposed lakefront trail juts west at 87th and this should be corrected to show that the entire eastern edge to the Calumet River is to be part of Chicago's public park system. Indeed, the

section between 84th and the Calumet River has already been transferred to the Chicago Park District.

- There is currently a set back along the Calumet River, and this set back should be used to connect the lakefront trail to Ewing Street bridge which crosses the Calumet River.
- Further the Confined Disposal Facility on Iroquois Landing is owned by the Chicago Park District, although as a CDF it is managed by the U.S. Army Corps of Engineers. By 2040 the CDF should be closed and capped to become parkland to connect with Calumet Park. In addition there is vacant Illinois Port District land which should be transferred to the Chicago Park District to expand Calumet Park.

We thank you for your consideration of our recommendations regarding CMAP's final GO TO 2040 Regional Plan.

Sincerely,

Erma Tranter
President

Eleanor Roemer
Public Trust & Policy Director

cc:
Jesse Elam, Senior Planner
Thomas Murtha, Senior Planner, Regional Greenways/Trails Plan
Erin Aleman, Senior Regional Planner
Ty Warner, Principal Planner, Land Use Committee

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August 4, 2010

Chicago Metropolitan Agency for Planning
ATTN: CMAP *GO TO 2040* Plan Draft Comments
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

To Whom It May Concern:

The purpose of this communication is to comment on the *GO TO 2040* Plan.

While we recognize the time, talent and work that went into the drafting of the *GO TO 2040* Plan ("Plan") we are concerned about the Plan's sole emphasis on smaller, organic farm parcels and the lack of information on conventional agriculture. The eight county region is home to many forms of farming, including both traditional and value-added agriculture. Additionally, to provide enough food and fuel for not only Americans but also our trading partners, all forms of agricultural production are essential. Having said that, farmland conservation of all forms of agricultural production is necessary; however, farm management decisions for those acres being conserved should remain the decision of the farmer.

Agricultural land is open space, which is recognized and appreciated in the Plan. However, we have concerns with the call for the acquisition of an additional 150,000 acres of Open Space. Given that only 800,000 acres of farmland still exist in the region, and that most new Open Space acquisitions will be agricultural land, this creates the potential for loss of 18.75% of the existing farmland base. It also creates "competition" for land between publicly funded entities and land developers, often squeezing out farmers.

Additionally, forest preserve property, the Plan discusses the concept of farming in the forest preserves, a concept supported by the Kane County Farm Bureau. However, our policy does not allow us to support the Plan's goal of increased forest preserve holdings until the current Kane County Forest Preserve holdings are better managed and maintained. Kane County is home to nearly 20,000 acres of forest preserve including grassland, woods, wetlands, lakes, sloughs and recreational facilities. While many of the main sites are maintained, the District is lagging in the areas of invasive species removal, restoration and general up-keep despite having a sizable workforce and solid financial base.

Regarding state and local tax policy, few would disagree that Illinois' tax system needs to be overhauled. However, it is dangerous to call for a blanket reform of the property tax system without having details regarding that reform. Additionally, to "broaden" the property tax base, tax exemptions, caps and special use permits may be eliminated. Illinois has a unique property assessment system for agricultural property and eliminating this or special use permits could seriously harm the Kane County agricultural industry.

The Plan repeatedly calls for additional funding and while it's difficult to determine local, state and federal finances in thirty years it is important to realize that additional funding is likely to come from increased taxes or fees. At this time, residents do not have the tolerance for increased taxes nor do they have the tolerance for new or expanded programs; therefore, it is essential that governmental bodies have their fiscal house in order before calling for new or expanded funding. While the Plan does call for increased governmental transparency, it does not speak to the necessity of fiscal improvements.

Finally, we have grave concerns with the tone of the Local Foods chapter in regard to agriculture in general and commodity production in particular. As written, and if used as a model for the development of plans for counties and municipalities in the Region, it ***will*** *alienate the very people the plans seeks to transition to more local food production, namely the region's nearly 4,000 farmers.*

In order to assist CMAP in presenting a balanced approach to this issue, we have included a full draft of this chapter with proposed revision for your consideration. We hope that you will view the suggestions contained therein in the spirit in which they are intended, to improve stakeholder buy-in and develop a balanced approach to the use of one of the region's most valuable assets, its 800,000 acres of mostly prime farmland.

We recognize the time, talent and staff resources that went into the drafting of the *GO TO 2040* Plan; however, the draft document presents several concerns including its stance on agriculture, taxation and government program financing. If you have any questions or would like any further details regarding our position on the *GO TO 2040* Plan, please contact Steve Arnold (708) 650-8661.

Sincerely,

Robert Gehrke

Robert Gehrke, President
Kane County Farm Bureau

General Offices 2000 North Milwaukee Avenue Libertyville Illinois 60048 Telephone 847-367-6640 Fax 847-367-6649

LAKE COUNTY FOREST PRESERVES
www.LCFPD.org

Preservation, Restoration, Education and Recreation

August 6, 2010

Chicago Metropolitan Agency for Planning

RE: Go To 2040 Public Comment

Dear Sir or Madam:

On behalf of the Lake County Forest Preserve District, I am providing the following public comments regarding the Chicago Metropolitan Agency for Planning's (CMAP) draft Go To 2040 comprehensive regional plan. We appreciate the opportunity to participate in preparation of the plan through our roles with the Illinois Association of Conservation and Forest Preserve Districts, and with Chicago Wilderness, and through other meetings, open houses and opportunities hosted by CMAP.

In general, we agree that Go To 2040 outlines regional planning strategies that should help the Chicago region thrive in the global economy while enhancing quality of life and long-term financial and environmental sustainability for our citizens and communities.

Specifically relating to sections of the report about protection of conservation open space and local parks, we concur with the stated recommendations, although we do agree that they represent an aggressive goal both for protection of additional open space and parks and for ongoing management and maintenance of lands, trails and facilities. We believe that conservation of more open space throughout the region will depend on expending and strengthening public-private partnerships, including use of conservation and trail easements. In that regard, we recommend that CMAP add mention of the need to pass state legislation restoring liability protection, and to pass federal legislation restoring tax incentives, for private land owners who allow public access to their property for a wide variety of outdoor recreation and nature preservation activities.

Thank you again for the opportunity to comment regarding the plan and to participate in its preparation. We especially appreciate the efforts of CMAP staffer Jesse Elam in working with various stakeholders to prepare the section regarding local parks and conservation open space.

Sincerely,

Andrew S. Kimmel
Deputy Executive Director

Village of Old Mill Creek

August 6, 2010

CMAP
Attn: Go To 2040 Comments
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear CMAP:

The Village of Old Mill Creek has limited resources and as of this time has only briefly reviewed the extensive volume of the document for the draft Go To 2040 Comprehensive Regional Plan. However, we do have a concern with the potential misunderstanding of the regional nature of the draft plan and future attempts to apply the plan at the local community level. We have had a similar misunderstanding with a County-level plan developed by the Lake County Forest Preserve District and our local Village Plans for over 15 years (see recent letter from the Village of Old Mill Creek to the Lake County Forest Preserve District attached) and we would like to avoid this type of misunderstanding between the CMAP regional plan and our local Village Plans in the future.

The CMAP 2040 Plan includes a map referencing a "Green Infrastructure Vision" with a designated color (light green) that is identified as "Recommended Resource Protected Area". While taken at the regional scale this "Green Infrastructure Vision" may be appropriate. However, we have prepared an exhibit with an enlargement of the Lake County area of that regional map and we have overlaid the boundaries of the Village of Old Mill Creek (see attached) and as that enlargement indicates, the entire area of the Village of Old Mill Creek is within the light green area of "Recommended Resource Protection Area". We do not find this inclusion of 100 percent of the Village boundary to be within this "Green Infrastructure Vision – Recommended Resource Protection Area" to be appropriate. As I previously mentioned, we have had a similar misunderstanding with a County level plan for over the past 15 years that shows a regional public trail cutting through the middle of our Village, while the pattern of County open space acquisitions, in the past and present, have been around the outside of our Village boundaries to the north, east and west.

We can support this County and regional pattern of "Green Infrastructure Vision" on or around the borders of our Village to the north, east and west, but not cutting through the middle of our Village, and not including 100 percent of our Village boundary being within an area noted as a "Recommended Resource Protection Area."

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We already have a regional sanitary sewage treatment plant in the middle of our Village boundary and we are currently considering the potential for bringing Lake Michigan water to our area in the future, along with 10 other Villages in the north and west portion of Lake County. We do not want to find that in the future the "regional" vision referenced in the CMAP 2040 Plan is inappropriately applied to local Village level planning, and as such we request that the "Green Infrastructure Vision" map be changed to generally indicate the "Recommended Resource Protection Area" to be around the borders of our Village to the north, east and west, but not to include the interior areas of our Village. Our Village's Comprehensive Plan does include a "private" open space system at the "local" level, interior to our Village, but this "local/private" open space system cannot be compared to a regional or County level public open space system.

Please contact me with any questions or comments and we will appreciate your understanding and support on refining these regional versus local planning matters.

Sincerely,

Tim Smith
Village President

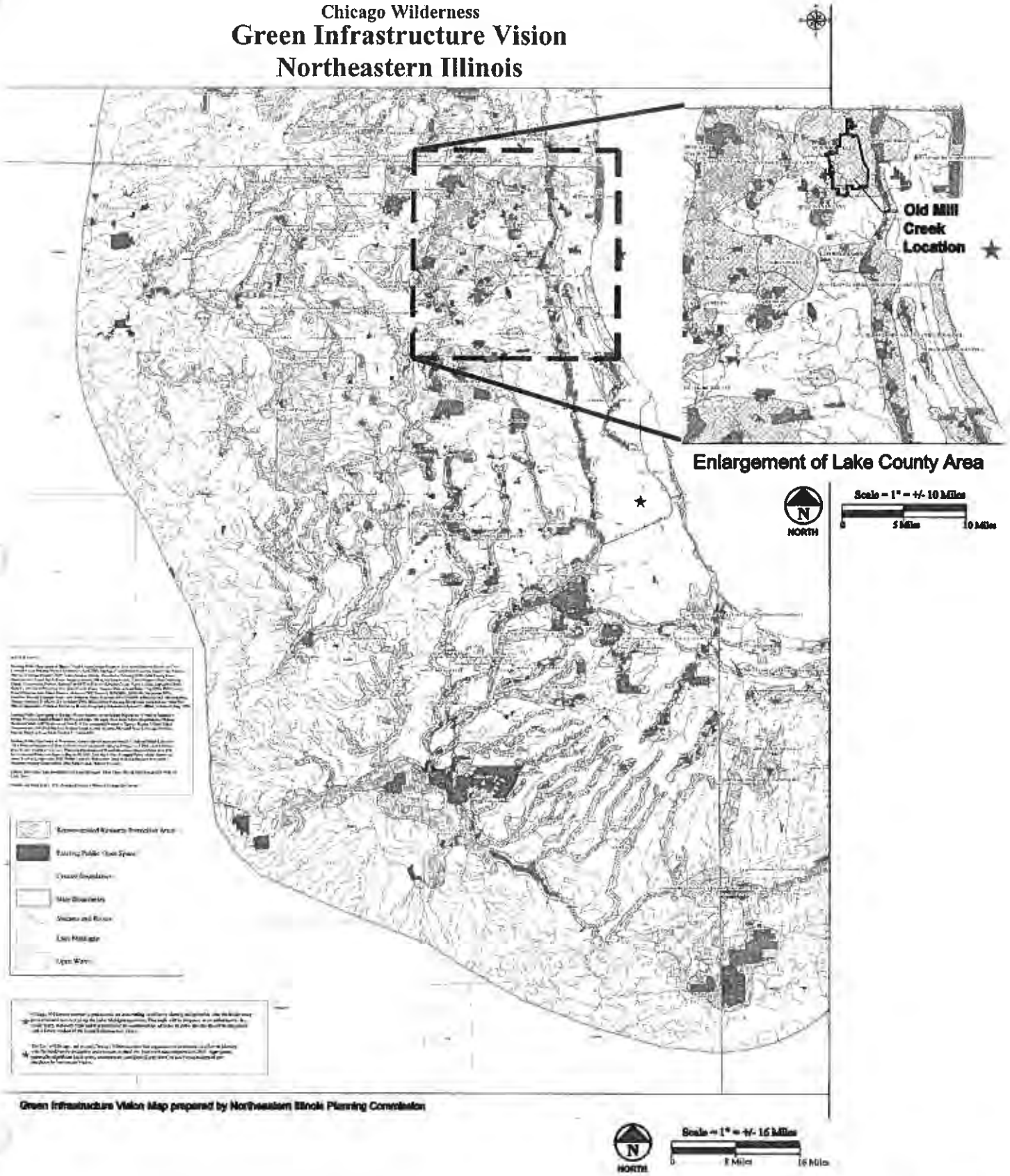
2 Attachments

TS/tt

40870 Hunt Club Road • Old Mill Creek, Illinois 60083 • 847.838.0275 • oldmillcreek@dls.net

Chicago Wilderness

Green Infrastructure Vision
Northeastern Illinois



Green Infrastructure Vision Map prepared by Northeastern Illinois Planning Commission

Prepared by RCCA
Dated: 08-03-10

For Village of Old Mill Creek Letterhead

DRAFT

July 12, 2010

Bonnie Thomson Carter, President
Lake County Forest Preserve District
2000 North Milwaukee Avenue
Libertyville, Illinois 60048

RE: LAKE COUNTY FOREST PRESERVE DISTRICT TRAIL PLANS AND NEW PRESERVES

Dear President Carter:

First, congratulations on your recent purchase of the Dutch Gap Preserve of approximately 750-acres to the northwest of our Village. The Village of Old Mill Creek's Comprehensive Plan supports securing public open space in this area to the north and west of our Village.

Second, this recent acquisition reminded us of our Village's previous observations in regard to the County Open Space and Trail Plan as summarized in the Lake County Framework Plan from 1994. At that time, a proposed trail was indicated on the County Open Space Plan that cut through the middle of the Village of Old Mill Creek with an east-west orientation (see attached map). The Village is aware of various refinements to this conceptual trail since 1994, but these have primarily been minor refinements and this trail concept continues to cut through the middle of our Village. Village officials and property owners in the Village have questioned the value of this trail concept, which does not have the potential benefit of connecting numerous other Lake County Forest Preserves.

In consideration of your recent Forest Preserve acquisition, as well as several other Forest Preserve acquisitions that have occurred to the north and west of the Village of Old Mill Creek since the 1994 Plan (which total over 2,300 acres in 5 Forest Preserves), we again question the value of a proposed trail through the middle of our Village without connecting to any Forest Preserves or planned major public open space areas, versus an alternative trail that could connect with the over 2,300 acres of new Forest Preserve and connect with other regional trail systems as shown on the 1994 County Plans (see map attached).

We request that this alternative trail concept be strongly considered and that the old, out of date trail concept that cut through the middle of our Village be eliminated and removed from the plans and publications of the Forest Preserve District.

While the Village of Old Mill Creek's Comprehensive Plan reflects the concept of a "private" open space system, known as the Village Greenway, it needs to be recognized that this is an interconnected "private" open space system and the concept of a regional "public" trail cutting through the middle of the Village is not consistent with the Village's plans.

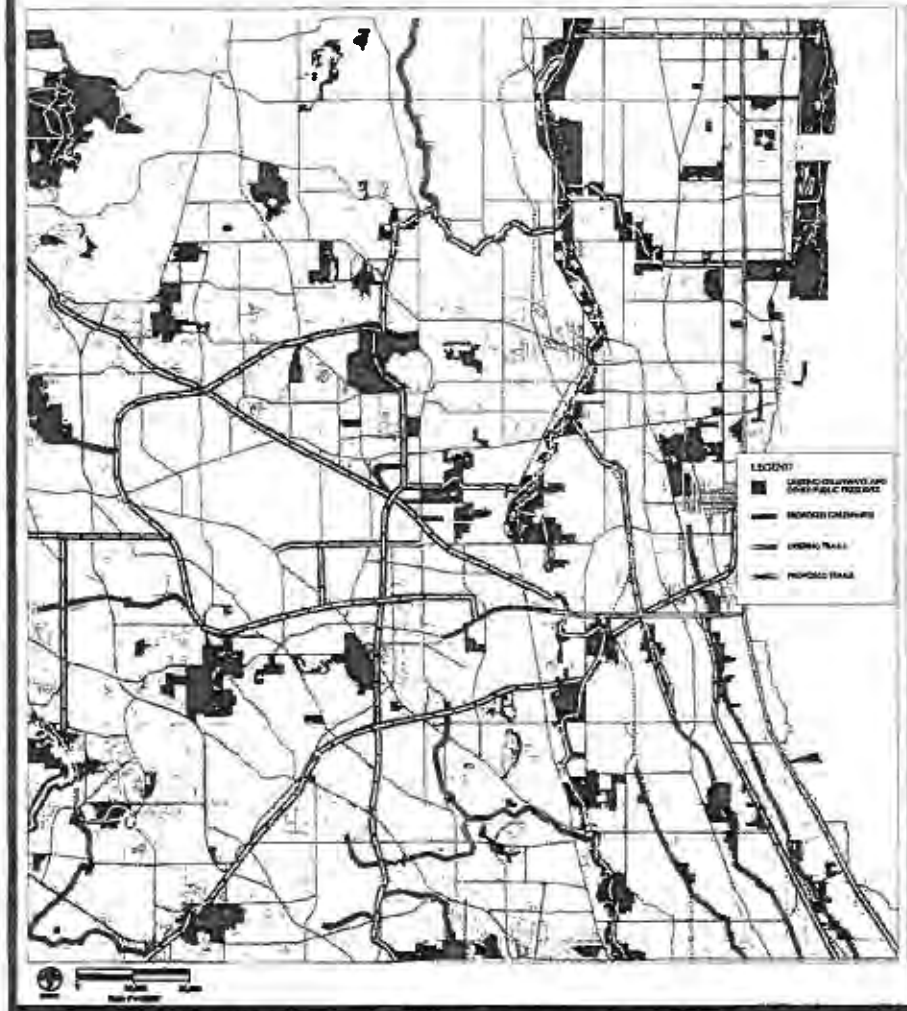
We look forward to hearing from you regarding this matter, and please contact the Village with any questions.

Sincerely,

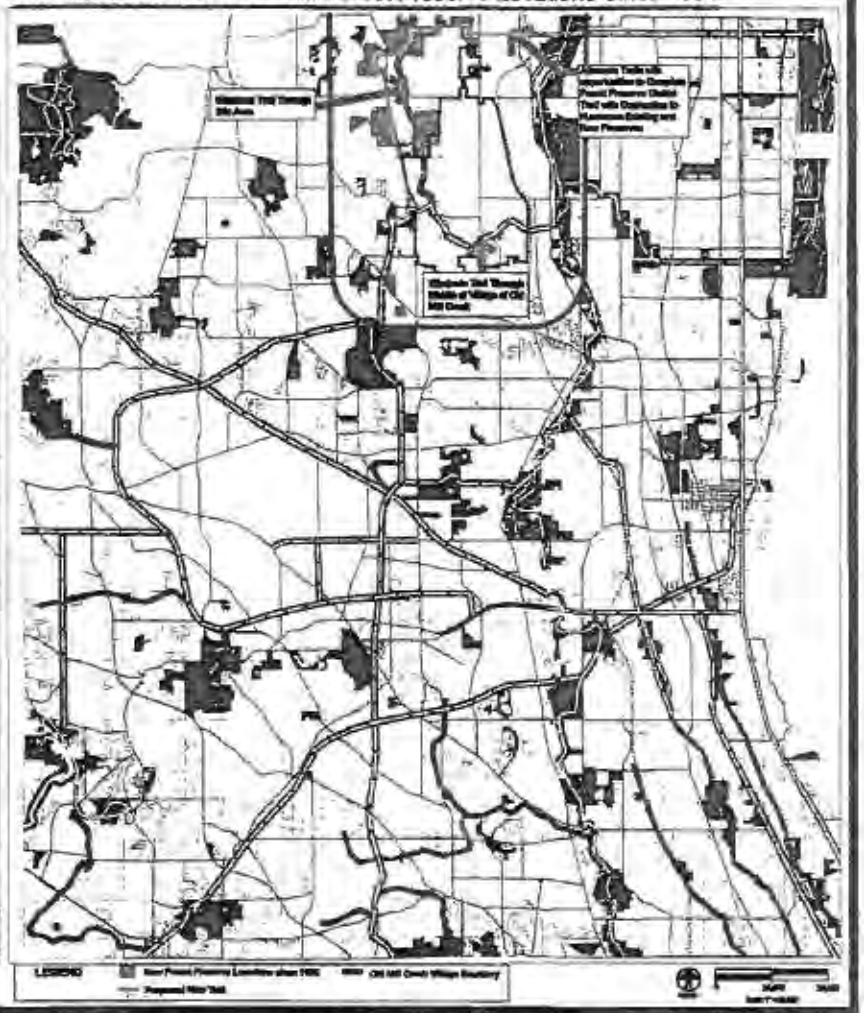
Tim Smith
Village President

Attachment

Lake County Framework Plan - 1994



Old Mill Creek Area With New Forest Preserve Locations Since 1994



ROLF C. CAMPBELL & ASSOCIATES
910 Woodlands Parkway
Vernon Hills, Illinois 60061
PHONE: (847) 735-4900 FAX: (847) 735-4910

Comparison of the 1994 Lake County Open Space Plan & the Proposed Trails Plan
& New Preserves 1994-2010 Village of Old Mill Creek Area
& Possible Trail Alternate Update
Old Mill Creek, Illinois

Date: June 25, 2010
Revisions

From: "Williamson, Nancy" <Nancy.Williamson@Illinois.gov>
Date: August 6, 2010 12:15:44 PM CDT
To: Jesse Elam <JElam@cmap.illinois.gov>
Subject: FW: Summary - specific IDNR additions from Friday meeting

Jesse-

Very short summary of comments - relating to specific points:

Parks and Open Space:

Page 124 -

ACTION: "Increase involvement by private landowners..."
Add to SPECIFICS - line that acknowledges State INPC program reduction of real estate taxes for landowner
Suggestion, which needs editing: "The State, through Illinois Nature Preserve Commission, allows for reduction of real estate taxes when private landowners protect their qualifying land through the Commission programs."

(Specifically -Nature Preserve dedication - $1 per acre. "Certificate for Public Benefit" - Land and Water INPC status - taxes reduced to 25%. NOTE: INPC Rep Byers is unclear as to whether Cook County allows for this)

Page 125-

ACTION: "Restore open space within Green infra..."
Add "State" to IMPLEMENTERS

ACTION: "Devise and commit to a system to prioritize restoration needs based in criteria"
Add to IMPLEMENTERS: State (INHS "IDNR, INPC")

Transportation;

Can IDOT's Region 1 developed "I-LAST" be referenced to encourage usage?

Very proud of you guys!

nanc-

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Chicago's Best Friend

Friends of the Parks
17 N. State Street • Suite 1450 • Chicago, Illinois 60602-3315
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May 14, 2010

Randy Blankenhorn, Executive Director
CMAP
2335 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Randy,

We wish to congratulate you on the positive impact CMAP'S GO TO 2040 planning initiative has had on discussion regarding our region's future. We admire the tremendous efforts you and all of the CMAP staff have put forward to develop a comprehensive and cohesive planning vision for the greater Chicago region.

We are writing today to inform you of a project with which Friends of the Parks has been actively engaged for the past four years – The Last Four Miles: A Plan to Complete Chicago's Public Lakefront Parks. A copy of our proposal is enclosed, which articulates a clear and compelling vision for the completion of one of the Chicago's region's most valuable assets: its public lakefront.

The Last Four Miles project has a track record of tremendous acceptance by both the professional planning community and concerned citizens throughout Chicago. It was selected as one of twenty regional priority projects by the Burnham Centennial Committee, and received three prestigious awards from the region's professional design and planning groups: AIA, Chicago; Illinois ASLA; and APA Illinois.

We are writing to request inclusion of The Last Four Miles project in the June draft release of CMAP GO TO 2040 Regional Plan. We believe The Last Four Miles Plan has significant regional benefits that complement the goals of GO to 2040. These include completing a single lakefront-long park, which will contribute to the regional open-space network, as well as benefit the Lake Michigan ecosystem and the quality of life for all. The economic, cultural and recreational benefits alone are unparalleled in their potential effect on people living in the Chicago region. The Last Four Miles presents an alternative to car-based transportation with an extensive bike trail, and also significantly advances regional habitat

creation and lake protection, which we feel will establish the benchmark for 21st century planning for the Great Lakes and our natural resources.

The Last Four Miles is an achievable project of truly regional benefit, and which we believe supports Go To 2040's initiatives. We urge CMAP to insure that it is included in the 2040 Regional Plan.

With best regards

Erma Tranter
President

Eleanor Roemer
Public Trust & Policy Director

cc:

Erin Aleman, Senior Regional Planner
Ty Warner, AICP, Principal Planner, Land Use Committee
Thomas Murtha, Senior Planner, Regional Greenways/Trails Plan

August 5, 2010

To: Chicago Metropolitan Agency for Planning
From: Bona Heinsohn, Cook County Farm Bureau
Reason: Additional Comments on CMAP's *GO TO 2040* Plan

These comments are intended to complement comments submitted by Cook and Kane County Farm Bureau as well as other farm bureaus within the region.

4. Promote Sustainable Local Food
Remove *Sustainable* from throughout the plan. The term *sustainable* implies that the current system of food production does not meet the needs of society and is not feasible in the future. This implication ignores the advancements made by the farm industry in the areas of environmental protection, safety, and food quality.

Page 133, paragraph 2: *There is growing concern about the environmental* ... remove. This statement is not cited and represents the drafter's opinion.

Page 133, paragraph 4: No practice or system is sustainable in the long term unless it is generating a profit.

Page 134, bullet point 1: Data, research, training and information are already available through existing organizations such as the University of Illinois Extension and the Illinois Council for Food and Agricultural Research.

4.1 Benefits
Change title of section. Change title of subsection to reflect access to local food as opposed to quality of life. Both changes would more accurately and objectively reflect the purpose of the section and subsection.

Page 134, paragraph 4: Neither obesity nor diabetes is solely due to an individual's food choice. This paragraph ignores the role that exercise plays in maintaining a healthy weight.

Page 135, paragraph 4: *However, the current system also creates economic distortions* ...remove. This section is not cited and represents the drafter's opinion. Additionally, as the comments from Kane County Farm Bureau pointed out, a recent study completed by FamilyFarmed.org and the Illinois Department of Agriculture surveyed barriers to local food production and subsidization was not listed as a barrier.

Page 135, paragraph 5: Are the revenue estimates correct?

Page 136, beginning with the *Environmental* sub-section: By stating that a sustainable local food system has many environmental and conservation benefits, it is implied that the current food system is harmful for the environment. Additionally, this statement

ignores the advancements made by the farm industry in the areas of top soil conservation, aquifer recharge, buffer strips placement, carbon sequestration, more energy efficient application of pesticides and herbicides, stormwater management, and water quality improvements.

Page 137, paragraph 3: Agricultural production already contributes to biodiversity by providing habitat and protecting valuable green space.

4.2 Current Conditions

But currently, most of what is grown doesn't directly feed humans, partly as a result of federal policies that subsidize high volume crops like grains but not specialty crops like fruits and vegetables- remove. Farmers select which crops to grow based on the market, geography, climate, soils, and infrastructure not because of subsidies or federal policies. The shift to a global food system has been aided by the reasons listed above as well as the competitive advantage offer by economies of scale.

Page 138, paragraph 1: *However, these long-term trends of consolidation, specialization, and mechanization of agriculture have also had repercussions that include economic distortions and negative environmental and health externalities-* remove, negative and uncited statement that represents the opinion of the drafter. The mechanization of farming has not only allowed farmers to produce more products on fewer acres using technologies that protect the environment. Additionally, specialization allows farmers to become "experts" on a particular crop, which has led to advancements in variable rate application of chemicals and fertilizers which has environmental and nutritional benefits.

Page 139, paragraph 3: The FamilyFarmed.org study did not find that subsidy programs were a barrier to local food production.

4.5 Implementation Action Areas

Page 147, box 3: *Most federal incentives are geared towards large industrial farming practices, and can inhibit small farm production-* remove. Recent changes to federal regulations recognize the importance of local foods.

Public Comment Submitted by Rich Schell, J.D.

I'm writing to offer comment on the Local Food Section of the Goto2040 Draft Plan. As a lawyer, author, educator, and member of a multigenerational farm family, I have had a unique view of the development of local food in Illinois and welcome the encouraging stance the document has taken toward local food.

This is an exciting time for local food issues in Illinois I applaud the developers of the plan for acknowledging the importance and opportunity that local food provides Illinois for a more secure food system. At this time local food offers a real possibility for job creation and economic development for rural areas. Local Food is also receiving key support on a statewide level. As the drafters acknowledge one of the key developments which is the passage of the Illinois Local Food, Farms & Jobs, Act.

As someone who has farmed in Illinois, practiced international law related to food and farm deals in the world and taught Food Law, I've had a unique opportunity to look at Illinois food and farm resources in relation to the global environment of food and agriculture. These life experiences led me to reflect on the 220 acre farm that my father farmed in the 70s, and I asked myself what it was that a farm of that size could do in the globally integrated food and farm system that we live in today that would be relevant, sustainable and profitable?

My research led me to three distinct possibilities which are directly tied to the 2040 local food section: Organic Farming, Agricultural Tourism and Local Food Sales. One of the key elements of a sustainable and profitable local food strategy is that it should have a competitive advantage at home and a competitive barrier to entry abroad that insulates it from global competitive forces. By this I mean it should fill a niche in the market in which it has an advantage that gives it enough of an advantage that it leads to sustainable economic production. Selling local food directly to consumers can sometimes provide the answer to that requirement. Recently ,in an NPR interview Professor Wayne Howard of Cal Poly shared a story of an Ontario cherry farmer who sold 5 percent of his crop through farmers markets and road side stands. The 5 % the farmer sold contributed 50% of his margin.

As a general proposition, the farmer/producer/grower who sells a commodity that is processed further into a consumer food item, can only hope to receive about 15 cents of the food dollar that the consumer ultimately pays for the item. This means over 80 percent of the value chain is beyond the reach of the farmer. However if the farmer, grows vegetables and sells them directly to consumers, the results can as impressive for the bottom line as the story that Professor Wayne Howard related. That same NPR story also reported the USDA's announcement that farmers markets had increased 16 percent annually, so it appears that local food is a development that is here to stay. As the draft document reflects, some factors need to be in place for this growth to continue. "Truck farms" or "community supported agriculture ventures" or simply farmers who want to grow and sell at farmers markets all depend on having access to farmland which is relatively close to urban centers. This presents a planning dilemma since this is also the

same property that might be most likely to be developed and is most likely to soon have suburban neighbors who may have issues with farm noise, odors and activity at early or late hours.

I believe that if the draft document recommendations were implemented the results could help increase the number of organic, local and agritourism entities in Illinois. Adding these kind of businesses to Illinois, would I think increase the economic health and vitality of the food and agricultural sector of the State for the long haul. As noted above, these entities have competitive advantages and competitive barriers which allow them to be more economically sustainable than other farm ventures. Organics requires certification to assure consumers that the farm product is being grown in accordance with the federal law and regulations, and organic food allows access to a market with a growth rate of up to 20 percent a year. Organics had a bit of down year and may only grow in the high single digits. Local foods by their very definition are local. This means local producers should have both a competitive advantage in that they can only be sourced locally, and a competitive barrier in that no matter how cheap an imported apple can be produced—it simply isn't local. And last but not least, agricultural tourism cannot be outsourced—thousands of Illinoisans every fall are willing to travel an hour or so by car to buy a pumpkin and enjoy a fall day, but not so many would be willing to travel out of the country for a pumpkin.

There are some specific points that should be addressed in the implementation action area. The section makes some good points but needs to spend more time addressing the crucial issues of zoning and regulation as they apply to local food initiatives. Zoning in particular can be a deal killer for these kind of initiatives. In ag tourism many issues turn on what will be permitted and what will not. On the regulatory side, the drafters make a very good point, food regulation needs to address a changing paradigm. Food, of course, is regulated on the municipal, state and federal level. By and large this regulation both locally and nationally reflects the fact that food production is a manufacturing process by any other name. The most elemental of food safety tools is the Hazard Analysis Critical Control Point (HACCP) Plan but like any other industrial measuring and logging tool this is based on the ability to keep precise and voluminous records. These two elements are scarce in local foods. In addition, processed food in general must be produced in a certified kitchen. These too can be scarce resources. And finally, there needs to be a coordinated effort to provide food entrepreneurs with the basic knowledge of business and legal complexities that will allow them to succeed. This effort will also require an acknowledgement that these new farmers may little resemble the traditional German/English multigenerational farm family that has been the backbone of Illinois agriculture in education, background, ethnicity or goals.

There are still signs from the past of what Illinois looked like when more of its food was local. For example, the Wagner Farm in Glenview has done a wonderful job of preserving a north shore farmstead from the 1920s. This is one of a couple preserved farms in and around Cook County. However, the key insight I take from it is that according to their estimates in the 1920s, there were literally thousands of these farms in Cook County that provided local food for the urban areas. So, it is question of the will,

resources, and education, and certainly not the ability of the region's farmland to contribute greater amounts of local food.

From: Steve Arnold [steve@kanecfb.com]
Sent: Friday, August 06, 2010 8:29 AM
To: Ylda Capriccioso
Cc: Amy Talbot
Subject: CMAP "goto2040" comments

Dear Ms. Capriccioso:

Thank you for taking the time to come to our office on Monday and meet with area farmers on CMAP's draft "go to 2040" plan. Like you and all at CMAP, we too want to see your plan serve as a guide to making this region a better place to live and work.

As was apparent from the meeting, we have numerous concerns with the plan as drafted, especially the "Local Foods" chapter. As an association that represents the best interests of all farmers, local Farm Bureaus have worked diligently over the past decade to promote the production and consumption of local foods. The Kane County Farm Bureau was an early supporter of the Illinois Farm, Food and Jobs Act, has received several of the USDA Specialty Crop Block Grants referenced in the plan to promote local Farmer's Markets, and maintains the most comprehensive directory, online and in-print, of direct markets and specialty crop growers where consumers can buy direct from farmers. So in fact, we are already at work on some of the actions proposed in the plan.

We are also justifiably proud to have received national awards for both our promotion of local foods and for our Association's member contributions of crops and cash to local food banks and food pantries, again, elements of the plan. In addition, we are serving in a leading capacity on a food systems workgroup to inform the efforts of the Kane County Regional Planning Commission as they prepare an update to their 2030 Land Use and Transportation Plan, to incorporate information on healthy living.

As the "go to 2040" draft sets out a vision for the future of land use, perhaps no one is as invested in the plan, nor has as much at stake, as the region's farmers. And as a guide for the development of county and municipal plans over the next decade, we wish to be certain that CMAP, county, township and municipal governments view all farmland as an important asset to the region's economy, environment and economic development, regardless of the crops it produces, or the method or scale of production.

We look forward to a productive dialogue with you to make the plan better for all.

Respectfully,

Steve Arnold CAE, FBCM
Manager, **Kane County Farm Bureau**
2N710 Randall Road
St. Charles, IL 60174

(630) 584-8660 phone
(630) 584-0023 fax
www.kanecfb.com
steve@kanecfb.com

KEY:
~~Strikeout~~ : Language that we recommend be removed from the plan.
Yellow: New language, changes recommended.
Turquoise: General concerns with the use of the term "sustainable" throughout the chapter.
Pink: Questions that may need further research or citation.

4. Promote ~~Sustainable Local~~ Healthy and Nutritious Food (We believe that the term sustainable is more divisive than cohesive to the broader audience. Even though defined belwo, the implication throughout the text is that "sustainable" is a preferred, but undefined method and scale of growing, and has no relationship to the quality, nutritional value, or freshness of the product. It also implies that current production methods and crops other that "Local Foods" meet no societal needs and their production longer term is not economically or environmentally feasible. We suggest use of the words healthy foods, fresh food, and locally grown food throughout the document and have substituted "Healthy & Nutritious Food" for "Sustainable local food" throughout this document, and highlighted those substitutions in Turquoise.)

Food -- like air, water, and shelter -- is a basic human need. While sustaining life and influencing health, food, and the act of eating are part of our culture and everyday existence. Three times per day, we decide what to eat, often without consideration of how that food was produced or where it comes from. These daily decisions, especially what we decide to eat[1], have consequences whether or not we are aware of them, and they ~~directly~~ shape the food industry that feeds us.

~~There is growing concern about the environmental impacts, safety, and quality of our food.~~ [2] While technological improvements and other methods have dramatically increased crop yields, ~~they have also created ecological damage and~~ [3] our food choices have had[4] negative health impacts. Also gaining widespread attention are the disparities of access to fresh, nutritious, and affordable foods and the health implications of "food deserts" (areas without nearby retail outlets that have fresh, nutritious, and affordable food). How residents and institutions in our region get their food is ~~may seem like~~ an issue best left up to individual lifestyle choices and private business decisions. However, in addition to geography and the competitive advantages conferred by climate, soil types, growing season, water availability, transportation and market infrastructure, food systems ~~are already highly~~ can be influenced by public policies related to land use, transportation, and many other issues addressed in the GO TO 2040 plan. In turn, food directly influences the economy, environment, public health, equity, and overall quality of life.

This chapter addresses local food in two separate but related categories: (1) production of food in the region, and (2) people's ability to access affordable, nutritious, fresh food. Issues of local

---

[1] Let's begin by acknowledging our own responsibility for what we choose to consume.
[2] A declarative statement of opinion, not fact.
[3] Nearly all human activity has potential to create ecological damage, especially those which require the use of natural resources to sustain human life.
[4] See #1 above

food production and access are not mutually exclusive. For example, some ~~particularly effective~~ policies, such as urban agriculture projects in food deserts, ~~can~~ may be able to address both production and access. But often these two categories require different policy solutions, as demonstrated by the fact that people need access to fresh, nutritious, affordable food no matter where it is produced.

"Local foods" are products available for direct human consumption that are grown, processed, packaged, and distributed within our seven counties or adjacent regions. A local food system can include a variety of production options, from backyard and community gardens to commercial farms and combinations in between. "Sustainable" is defined as meeting the needs of the present without compromising the future. Sustainability should be essential to all aspects of any local food system, from farming practices to food product distribution and profitability[5] to waste disposal. Therefore, the term "sustainable local food~~-~~ system" combines these two definitions.

The region should strengthen ~~the sustainability of~~ its local food system by:

- Facilitating production of safe, fresh and healthy food ~~sustainable local food production~~ in our region by supporting urban agriculture and farmland protection and helping to develop a market for local foods.

- Increasing access to fresh, nutritious, and affordable foods, especially for those residents in food deserts, and linking anti-hunger programs to local food production.

- Raising awareness by providing data, research, training, and information for farmers, public officials, planners and residents, cooperating with existing organizations like the University of Illinois Extension and CFAR, the Illinois Council for Food and Agricultural Research and increasing data and research efforts to understand and support investments in healthy and nutritious food.

4.1 ~~Benefits~~ Building Demand for Local Foods

During CMAP's GO TO 2040 "Invent the Future" phase of public engagement, issues surrounding local foods such as food access and the ~~environmental~~ health impacts of food choices were raised frequently by residents. Significant public interest in ~~sustainable~~ healthy and nutritious local food was also uncovered during research conducted for the food systems report funded by the Chicago Community Trust.

Recent federal and state legislation demonstrates support for public sector involvement in local food. The 2008 Farm Bill includes $1.3 billion dollars in new funding over a 10-year period for specialty crops (vegetables, fruits, etc.) through programs that support local food production and expand distribution of local, healthy food. At the state level, the 2009 Illinois Food, Farms, and Jobs Act (Public Act 96-0579) set procurement goals for purchase of local food by state and state-funded agencies. The Act also created the Local Food, Farms, and Jobs Council to address

[5] No practice is sustainable long term if it is not profitable.

local food issues such as infrastructure, training and inter-agency coordination. These recent efforts show growing recognition of the positive benefits of local foods.

~~Quality of Life~~ Access to Fresh Food and Healthy Eating

More than 61 percent of people in the region are overweight or obese, but not necessarily well nourished. Poor diets can result from insufficient access to high-quality produce, often contributing to childhood obesity, diabetes, and other nutrition-related disease. One in three Americans born in 2000 are estimated to develop Type 2 diabetes (previously known as adult-onset diabetes) in their lifetimes, and the estimates are even higher for African Americans and Latinos. Strategies to increase access to fresh food combined with nutritional education can help to overcome these problems. While reporting that 23.5 million Americans do not have access to a nearby supermarket, a recent study noted that access to healthy food decreases the risk of obesity and other diet-related chronic diseases. Research also has shown that, when new grocery stores with fresh food are introduced in food-deficient areas, nearby residents' consumption of fruits and vegetables will increase, especially in the lowest income families. Additionally, a 2009 report on food access in Chicago found that distance to the nearest grocer (compared to fringe food outlets like convenience stores) correlated to increases in cancer, cardiovascular disease, diabetes, and liver disease, especially in African American communities.

Linking local food policy with hunger assistance programs can positively affect both efforts. Expanding the types of food retail outlets that accept hunger assistance benefits (to include farmers' markets, community supported agriculture, or other grocery delivery services) would make fresh food more accessible to low-income people, and arrangements between local food producers and food banks would have a similar effect.

The production and consumption of local foods can create a thriving culture and sense of community. Crops, such as _____ that are specific to the northeastern Illinois region provide a sense of regional identity. Regional and local relationships between residents, businesses, and farms can be fostered by better integrating local food into the community. For example, a Saturday farmers' market is more than a just retail outlet to buy food. It also provides a social gathering spot for the community and allows people to meet the farmers who grow their food.

Economic

Food production and processing have become increasingly efficient over the course of human history. Yields have improved dramatically, particularly in the last century, due to technological advances, modern production systems, machinery, and increased use of fertilizers and pesticides. However, barriers to increased local food production do exist. ~~the current system also creates economic distortions. For example, subsidization of large-scale food systems can serve as a disincentive to produce local foods.~~ [6] ~~But when barriers such as existing regulations~~

[6] "Ready to Grow", July 2010 , Prepared by FamilyFarmed.org and funded by the Illinois Department of Agriculture, surveyed 83 Illinois fruit and vegetable farmers about 20 barriers to increased participation in wholesale market and did not deem it worthy to include "subsidization of large scale food systems" in the survey of barriers,

~~and business practices, or artificial price structures- are removed and markets are allowed to function.~~ By addressing those barriers identified by local growers in the "Ready to Grow" plan, prepared by FamilyFarmed.org and the Illinois Department of Agriculture, local food systems ~~can~~ may become economically self-sustaining.

Increasing the production, distribution and purchase of local foods ~~will~~ can strengthen our regional economy. While Illinois farms produce $27 billion in raw agricultural products each year,[7] Illinois residents spend $48 billion dollars annually on food, nearly all of which (an estimated $46 billion) is spent on imported food that sends our food dollars out of state. Purchasing food that is grown locally captures and retains those dollars for continued use within our region, supporting local businesses and jobs. Based on estimates for other regions, a 20-percent increase in local food production and purchasing would generate approximately $2.5 billion in economic activity within the region. Estimates from the March 2009 report, Local Food, Farms & Jobs: Growing the Illinois Economy, are even larger, at $20 billion to $30 billion for the entire state. [Given that "Ready to Grow" identified a potential $23 **million** in local food demand on page 6 of it's July 2010 report, from a limit number of buyer that included some of the state's largest institutional food buyers, is the $20 - $30 **billion** estimate still relevant?]

Improving food access could also have positive economic impacts. A full-service urban grocery store typically provides jobs for 150 to 200 employees and generates weekly sales of $200,000 to $300,000. While some neighborhoods may initially need public financing to attract a grocery, "food desert" residents' demand for healthier food ~~will~~ may reward both public and private investments. Additionally, the health impacts described above have positive economic impacts, as good health is an important precondition for individuals to succeed in the education system and in the workforce.

Strengthening a local food system can make preservation of existing farmland more economically viable. Over the past several decades, the region has lost around 16,000 acres of farmland per year and currently has about 800,000 acres remaining; as development has occurred, it has become more difficult to assemble large sites that are appropriate for production of commodity crops or livestock. Increasing demand for local foods like vegetables, which can more easily be produced on small or scattered sites, provides aspiring farmers with more production options. Farmland preservation, in addition to maintaining an economic asset, also helps to preserve the rural character of much of our region and keep agriculture as a thriving economic activity.

Local food production can also improve land value and be used as a neighborhood revitalization tool in some communities. Vacant, unused parcels of land (particularly brownfields) are deleterious to the surrounding neighborhood, and using this land for productive use can have positive impacts on nearby property values -- by as much as 30 percent, according to one study of an urban neighborhood in Philadelphia.

Environmental

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nor is it apparent from the report that ANY growers gave this as response to an open ended question about such barriers.

[7] U.S. Department of Agriculture's National Agricultural Statistics Service, "Annual Bulletin," 2007, Figure 4

~~A healthy and nutritious food system has~~ Farmland offers opportunities for many environmental and conservation benefits including wildlife habitat, stream buffers, groundwater protection and aquifer recharge areas, while. ~~First, healthy and nutritious food systems can be a strategy to mitigate climate change.~~ urban food production offers the opportunity to mitigate the urban heat island effect. A recent study estimates that food production and distribution emit 8.1 metric tons of carbon dioxide equivalents per average household per year, with food production accounting for 83 percent of these emissions. Production, including inputs such as farm machinery, fertilizers and pesticides, is by far the most energy-intensive component of the food system. ~~, but sustainable farming practices could reduce that footprint.~~ [8] ~~Sustainable f~~ Farming can also provide direct environmental benefits associated with green space such as stormwater management, water quality improvements, and reduction of urban heat islands.
The distance food travels from farm to plate -- referred to as "food miles" -- is also of concern to some. The average food item travels 1,500 miles, compared to the average locally produced item that travels only 56 miles. Although food miles account for only 11 percent of the food system's greenhouse gas (GHG) emissions, a reduction of food miles also reduces the impact that rising fuel costs have on food prices. If the cost of gasoline continues to rise as it has over the last two decades, the global food system may no longer be as economical as it has been in the past.

A food system can also be a waste management technique and energy producer. By promoting a "closed loop" food system, in which every stage of the food system is used as a resource, the region can divert food waste from our landfills. An estimated 41 percent of U.S. food waste goes to landfills, where it takes up space, loses its nutrients and releases methane. However, the nutrients can be retained by composting food scraps for use in local food production, home gardens, or landscaping. ~~; this can reduce or eliminate the need for fertilizers and thereby improve water quality.~~ [9]Additionally food wastes can be integrated into animal feed or converted to into renewable energy and fuel. Furthermore, the production of local food will contribute to biodiversity. [10] ~~and the implementation of the Green Infrastructure Vision (GIV) by providing habitat, protecting valuable green space, and creating opportunities for green infrastructure connections in our region.~~

4.2 Current Conditions

Local Food Production

The region has served as a focal point for the production, processing, and trading of food for many decades. ~~But currently, most of what is grown doesn't directly feed humans, partly as a result of federal policies that subsidize high-volume crops like grains but not specialty crops~~

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[8] Since sustainable farming practices are not defined, this is an assumption with no factual reference.
[9] Even though cited to a U.S. EPA composting publication, the text appears to imply that these methods can eliminate the need for fertilizers, and improve water quality across the region which is highly unlikely. It also makes no mention of detrimental effect of nutrient runoff that can occur from organic or synthetic forms of fertilizer and is a gross oversimplification of the facts.
[10] Again, although a reference is cited, we fail to see how local food production differs from commodity production or any other agricultural use in "providing habitat, protecting valuable green space, and creating opportunities for green infrastructure".

~~like fruits and vegetables.~~ [11] Our region primarily grows corn, soybeans, and forage crops. This reflects the historical shift away from local food production to a global system, ~~aided by government policies~~ the competitive advantages conferred by geography, climate, soils, infrastructure and marketing channels and technology investment designed to build economies of scale and efficiency in agriculture. Today fewer farms produce greater amounts of food: While the number of farms declined from 6.8 million in 1935 to 2.1 million in 2005, U.S. farm output grew by 152 percent over the same approximate period. ~~However, these long-term trends of consolidation, specialization, and mechanization of agriculture have also had repercussions that include economic distortions and negative environmental and health externalities.~~ [12]

~~Partially I~~ In response to ~~these problems~~ growing consumer demand for local foods, alternative methods of farming and food distribution are attracting interest and investment. While only 8 percent of the region's 3,748 farms produced food directly for human consumption in 2007, ~~(Is this calculation based solely on fruits and vegetables? Does it include livestock, eggs, milk? The statement should be clarified.)~~ the number has been rising due to an increase in organic farms, urban agriculture, food cooperatives, community supported agriculture (CSA), and farmers' markets. Increased demand for local ~~and sustainably grown~~ foods can be seen in the growth of local food distribution outlets; between 1999 and 2008, the number of farmers' markets and CSAs statewide increased dramatically. The fastest growing sector of the food industry has been organic food, reaching almost 20-percent annual growth in recent years. However, this has increased imports of organic products because U.S. producers could not meet demand. This rising demand presents an opportunity for local food production in the region.

Figure 29. Number and size of farms in region

Consistent with national trends, the number of small farms in the region increased by 7 percent from 2002-07, with more diversity of both crops and farmers. This has occurred despite continued loss of agricultural land. See Figure 29 for two charts describing the number of farms and their sizes by county throughout the region. Every county in the region has lost farmland over the past several decades, despite the efforts of many counties to preserve this important part of their heritage.

Another important input for food production is workforce: farmers and laborers. Of the 76,000 farmers in Illinois, only several hundred produce food for direct retail sale at local markets. Furthermore the average age of the principal farm operator in our region was 56 in 2007 and is increasing, meaning that agriculture needs to attract younger workers. These statistics reveal that expanding the workforce is needed to maintain a healthy and nutritious food production system.

Despite some promising trends, significant economic ~~and policy~~ impediments ~~combine~~ exist to the development of a ~~keep the~~ market for local food ~~small~~. These are detailed in the "Ready to Grow" plan and they ~~Differences in local regulations, past economic practices, subsidy rograms, and infrastructure requirements (distribution, storage, etc.) all combine to~~ limit growth of local

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[11] This appears to be an opinion that is not supported by Illinois fruit and vegetable growers responding to the "Ready to Grow" survey.

[12] Again, an statement of opinion, not fact, supported by?

food production and drive up the price of locally produced food. CMAP does not anticipate that the region, even in conjunction with surrounding regions, will ever produce all of the food that its residents require. The global food system will continue to serve the region, partly because some types of foods are impractical to produce in the Midwest. Still, production of food in the region can certainly be increased beyond its current levels.

Food Access

Localizing food production is only one side of the story. Fresh, nutritious, and affordable food must also be accessible to all residents. Just over 11 percent of our region is located in "food deserts" that lack nearby stores with fresh, nutritious food. Most often, food deserts exist in low-income urban neighborhoods and in rural areas. Figure 30 displays the location of low-access areas, which are equivalent to food deserts. This analysis is normalized for urban, suburban, and rural areas because the definition of acceptable distance to a large supermarket varies based on density.

Figure 30. Areas with low access to large supermarkets in northeastern Illinois

While hunger is a symptom of poverty that is not necessarily related to local food, it is still useful to consider in the context of food systems. The U.S. Department of Agriculture (USDA) estimates that 9.5 percent of Illinois households between 2005 and 2007 lacked access to enough food to fully meet basic needs due to lack of financial resources, which is termed "food insecurity." The system of food banks and programs that provide hunger assistance is hard to navigate, and participation in food assistance programs is relatively low compared to need. Food banks depend on donated food and may lack an adequate supply of nutritious or fresh food.

4.3 Indicators and Targets

GO TO 2040 proposes to measure the region's progress towards a healthy and nutritious food system using two indicators: production is measured using acres of land in the region harvesting food for human consumption, and access is measured using the percent of the region's population who live in a "food desert."

Food Production

This indicator will track the acreage of land in the region that is being used to harvest food for

human consumption using USDA data. Currently, the region has approximately 5,600 acres harvested for direct consumption, representing 0.72 percent of the total harvested acres (772,308) in the region as of 2007.31 The goal is to dramatically increase this regional acreage over time.

2015 target: 8,000 acres
2040 target: 20,000 acres

Food Deserts

Along with production, food access must also be measured. Food deserts and food access are inversely related. As food deserts are eliminated, food access is increased. Currently 11 percent of our region's population (excluding Kendall County, for which data has not yet been collected) is located in a food desert or a low-access area relative to a large supermarket. Food deserts in the region are shown in Figure 30. The goal is to eliminate food deserts in the region by 2040.

2015 target: 9%
2040 target: 0%

4.4 Recommendations

GO TO 2040 recommendations for healthy and nutritious food cover three areas: food production, food access, and overarching needs such as raising awareness and improving available data and research. The purpose of these recommendations is to move local food from a "niche" market to self-sustaining, thriving system. More detail of these and other recommendations can be found in a report on local food prepared by the Chicago Community Trust, Chicago Food Policy Advisory Council (CFPAC), and the City of Chicago in partnership with CMAP.

Facilitate Healthy and Nutritious Food Production

An important requirement for food production is land availability. Two distinct approaches are to promote urban agriculture within already developed areas and to pursue agricultural preservation in areas that are currently farmed or preserved as open space. Urban agriculture provides opportunities to convert land and space to local food production and includes backyard gardens, community gardens, allotment gardens, greenhouses, aquaculture, and small scale commercial sites in more dense locations. In addition to producing food, urban agriculture increases open space and community vitality, adds value to underutilized land, increases economic activity, and can provide on-site job training. The process of acquiring and converting vacant or underutilized lots and rooftops into agricultural uses needs to be streamlined and simplified. Site maintenance including landscaping, stormwater and fencing requirements should be compatible with local food practices. As soil condition is a major concern for urban agriculture, standards need to be established for acceptable soil conditions

and procedures to achieve those standards to ensure the land is safe for food production.33 Often soil testing and remediation costs can be high, but there are alternatives such as capping the lot and growing in raised beds.

Protecting and adding value to existing agricultural land also supports local food production. Agricultural preservation programs typically facilitate the purchase or donation of development rights of current farmland, which restricts development on the site but allows farming to continue. Kane County's Farmland Protection Program is based on this concept and to date has preserved 39 farms totaling over 5,000 acres of farmland, with numerous properties on a waiting list for future funding. Since 2001, Kane County has invested almost $20 million from gaming and riverboat revenue in the program, supplemented by $12.6 million in federal funding from the Farm and Ranch Lands Protection Program. Although currently none of the properties in the program are used for local food production, they may be in the future because land in this program will remain in agricultural use in perpetuity. McHenry and Kendall Counties also have similar farmland protection programs in place, but all three programs would benefit from a more permanent funding source, which would increase the amount of land protected. CMAP supports these programs and recommends that they continue and be strengthened. Furthermore, innovative developments can also support local food production; for example, Prairie Crossing in Lake County permits residential and commercial development while preserving agricultural land and operating a on-site farm. Where land ownership by local food producers is not an option, leasing farmland can provide an alternative.

Federal farm policies, such as the Federal Farm Bill, should promote viable local food systems through incentives and funding that encourage resource conservation, minimize the distance food travels, mitigate environmental degradation, and promote techniques that assure food safety and the production of nutrition-rich healthy foods. Furthermore federal production and processing standards should reflect needs of small scale operations to process food locally while still ensuring food safety.

Once certain regulatory barriers are removed, widespread wholesale institutional procurement of local food products will give farmers confidence in future demand and may entice new farmers to enter the farming profession. The 2009 Local Food, Farms and Jobs Act established a 20 percent institutional procurement goal by 2023 and provides incentives to participants by permitting institutions to pay 10-percent premiums for local foods. Federal and state government should work with school districts to link nutrition assistance programs with local food production through school, afterschool, summer, and weekend nutrition sites. "Farm to School" programs are gaining momentum and several successful models already exist in school districts in Chicago, Grayslake, and Palatine.

Increase Access to Fresh, Nutritious, and Affordable Foods

Every resident in the region should have access to fresh healthy food within a reasonable distance, which means eliminating food deserts. Various local food strategies such as community gardens, farmers' markets, and alternative food retail outlets can be used for this

purpose and could serve as demonstration programs to expand the diversity of retail options.

Fresh food financing, an emerging strategy, both supports local food production and provides greater access to fresh food. Pennsylvania has developed a model that other states, like Illinois, are considering. In 2004, the Pennsylvania Food Financing Initiative began as a public, private and nonprofit collaboration. With an initial state investment of $30 million, the program leveraged an additional $165 million dollars in private investment to fund supermarket projects in underserved areas. This resulted in access to nutritious food for 400,000 people and created or retained 5,000 jobs. Similarly, Illinois has recently created (but has not yet funded) a $10 million Fresh Food Fund to stimulate supermarket development in underserved areas by assisting with land acquisition, equipment purchases and infrastructure, and an additional $20 million is being sought from philanthropic groups to enhance the program. The proposed 2011 federal budget includes a $345 million Healthy Food Financing Initiative, a program also modeled after the Pennsylvania program that provides financing for local grocers. GO TO 2040 recommends continuing and strengthening these fresh food financing initiatives.

Linking local food policy with anti-hunger strategies can provide mutual support to both systems. Every year nearly 700,000 people in the region rely on food banks and other anti-hunger programs for basic food needs. Programs and policies should link local food production programs with those that address food access issues, particularly for residents who live in hunger. For example, linking urban agriculture programs with food pantries could combine solutions to workforce development, nutritional education, and hunger. Similar programs can already be found in our region. For example, Ginkgo Organic Gardens in Chicago donates all vegetables, herbs, fruit and flowers, approximately 1,500 pounds a year, to Uptown-area nonprofit organizations such as the Vital Bridges' GroceryLand, a food pantry dedicated to serving low-income residents living with AIDS. Furthermore, the USDA, state and local governments, and farmers' markets should permit and encourage the use of public assistance (Link benefits) at farmers' markets and other outlets for local, fresh products. Additional benefits such as "double voucher" programs may be needed to increase the affordability of local food at these locations.41 Nutrition and anti-hunger programs should be coupled in a streamlined, seamless fashion, regardless of whether they are federal, state, municipal or private in nature.

Raise Awareness by Providing Data, Research, Training, and Information to Support Local Food Systems

A regional food ~~system policy organization~~ information clearinghouse should be established to position the region as a leader in regional food systems and allow rapid response to national and state initiatives. The goal of such an organization should be to build capacity of ~~other~~ local food ~~policy councils and nonprofits~~ production, increase economic activity, utilize and protect the region's assets, promote innovations, and foster a healthier region through better access to local foods and nutrition education. To achieve this goal, the regional food organization should support policy development by not-for-profits and the food industry, identify training and technical assistance needs, and work to identify initiatives that support the marketability of locally grown food to meet business needs. The organization should have comprehensive

representation of the types of organizations involved in ~~sustainable~~ fresh, healthy and nutritious local foods, and is likely to require a combination of private, public, and philanthropic support.

Through the Regional Indicators Project, CMAP should be the central repository for local food data. A variety of local food data should be collected, standardized, and analyzed to provide policy makers, farmers, businesses, retailers, and residents with the tools to make responsible and realistic funding and policy decisions. Beyond simple collection of data, research is needed to understand how local food can best be supported. Food systems require production, transportation and distribution infrastructure, and new forms of infrastructure may be needed to support local foods. While currently the global food market involves high volumes of food being transported, stored, and distributed, local food systems are typically lower volume and will need to consolidate and coordinate distribution strategies. The travel patterns of food within our region are another important part of the puzzle. In the Philadelphia area, the regional planning agency (Delaware Valley Regional Planning Commission, or DVRPC) analyzed food freight to understand how far food typically travels from producer to consumer. The study showed that 99 percent of food tonnage is moved by trucks through the region, and the movement of accounted for 13 percent of total freight movements for the region in 2002, with significant future increases projected. CMAP and its transportation partners should conduct a similar study for our region, which is particularly relevant due to the region's status as the nation's freight hub.

As local food production is still an emerging industry, workforce training, technical assistance, and information sharing will be needed in the near future. Initiatives at the local level through university extensions and other agriculture workforce training programs should connect farmers to available resources and provide the education necessary to create viable economic models for local food production. Information sharing between farmers, ~~particularly those involved in sustainable farming practices,~~ urban agriculture, or other non-traditional practices, is especially valuable. Finally, developing information resources to connect farmers, distributors, and retailers would help local foods to grow as a stand-alone economic sector; this should be a responsibility of the regional food ~~policy organization~~ information clearinghouse described above.

GO TO 2040 supports including local food components in local plans, ordinances, and planning decisions. In CMAP's role as a technical assistance provider, the agency should assist with the incorporation of local food components into county and municipal comprehensive plans and ordinances. This should build on existing work and best practices; Kane County will be including a local food system component in their upcoming comprehensive plan. Another resource for planners is the American Planning Association (APA) Policy Guide on Community and Regional Food Planning, which gives direction on how to incorporate food systems in communities.

In other regions, regional agencies (such as DVRPC) have integrated local food system planning as part of their land use planning and as a part of envisioning a sustainable future for their residents. Municipalities such as Seattle, Detroit, Madison and Kansas City are including local food in comprehensive plans, adopting zoning regulations and districts that permit urban gardens and composting, and removing policy barriers to farmers' markets. Within the urban

garden district in Cleveland, community and market gardens are permitted as well as greenhouses, hoop houses, chicken coops, beehives, compost bins and seasonal farm stands. In our region, farmers' markets are located throughout in a variety of municipalities such as Chicago, Schaumburg, Evanston, and Zion. Furthermore, Chicago is looking to develop ordinances and standards to simplify the process of converting vacant lots into growing space for local foods. The region's local governments should continue these efforts.

Finally, providing information to the general public about healthy and nutritious food systems is important, and should be a responsibility of the proposed regional food ~~policy organization~~ information clearinghouse.

Although public awareness is increasing, ambiguity still exists about where our food comes from, as well as who raises it, processes it, and makes policy decisions about it. This lack of awareness is a formidable barrier to creating demand for ~~a more sustainable system~~. healthier local foods. Education begins at the consumer level through school and community gardens, farmers' markets, and agricultural endeavors close to where consumers live. While such ventures provide a limited proportion of the food consumed in the region, they reconnect individuals to how food is grown and produced, and they prepare the region's consumers to become active participants in decisions about the food system. The economic viability of a healthy and nutritious local food system depends on a strong market for its products. Local governments, business organizations, philanthropic groups, and advocacy groups can build demand for healthy and nutritious food through public education campaigns that promote the benefits of local and healthy eating to all citizens.

4.5 Implementation Action Areas

The following tables are a guide to specific actions that need to be taken to implement GO TO 2040. The plan focuses on three implementation areas for promoting healthy and nutritious food:

- Facilitate Healthy and Nutritious Local Food Production
- Increase Access to Fresh, Affordable, and Healthy Foods
- Increase Data, Research, Training, and Information Sharing

Implementation Action Area #1: Facilitate Healthy and Nutritious Local Food Production

Action - Support urban agriculture as a source of local food

Implementers -Federal (U.S. EPA), state (IEPA), municipalities, nonprofits

Specifics -Urban agriculture can be a productive use of vacant or underutilized urban land. Local governments should simplify and incentivize the conversion of vacant and underutilized lots and rooftops into agricultural uses. Research groups should support this by developing an inventory of underutilized publicly owned land that could be appropriate for urban agriculture. Brownfield remediation funding can and should be used to support community gardens and farmers' markets.

Action - Encourage revisions of federal ~~policy~~ regulations to promote local food

Implementers - Federal (USDA)

Specifics -Food regulations at the federal level should be reassessed to accommodate ~~small farm~~ local food production and food processing operations operations. ~~Most federal incentives are geared toward large industrial farming practices, and regulations can inhibit small farm production~~. Recent ~~federal policy~~ changes to federal regulations that recognize the importance of local food should continue and be strengthened.

Action - Support local food production through other institutional support

Implementers - State agencies and institutions

Specifics -In line with the 2009 Local Food, Farms and Jobs Act, a procurement process for state institutions that favors local foods (such as schools, hospitals, and other government facilities) could bolster the local foods economy by creating a stable demand for local food. Sharing of best practice information between participating institutions is also recommended.

Implementation Action Area #2: Increase Access to Fresh, Affordable and Healthy Foods

Action - Increase community access to fresh food through demonstration programs

Implementers - Federal (USDA), state (DCEO), counties, municipalities

Specifics - Support and expand various demonstration programs for providing better food access in food deserts, such as farmers' markets, farm carts and stands, fresh food delivery trucks, food cooperatives, and other alternative retail options and direct sales from community vegetable gardens. On-site school farms could also be used to increase access and develop a local food curriculum. Funding should be identified to implement these programs. These programs also can be supported by examining health and licensing regulations to ensure that they do not create barriers to local access to fresh food.

Action - Implement fresh food financing initiatives

Implementers - Federal, state, nonprofits, philanthropic, private investors

Specifics - Illinois should replicate the Pennsylvania Fresh Food Financing Initiative, which used state funding to spur private investment in supermarket projects in underserved areas. The recently created Illinois Fresh Food Fund could provide a similar opportunity for Illinois; however, sufficient funding is required. The federal government should also continue and strengthen its efforts to fund similar programs.

Action - Link hunger assistance programs to local foods

Implementers - Federal (USDA), state (IDOA), food pantries, individual farmers' markets

Specifics - A partnership between hunger assistance and local food production can benefit both parties. Food pantries can work with local food producers to increase their quantities of fresh food. Additionally farmers' markets and other alternative local food outlets should accept SNAP benefits and outreach to Supplemental Nutrition Assistance Program (SNAP) recipients to utilize these locations to purchase food. To support this effort, the Illinois General Assembly passed the Farmers' Market Technology Improvement Program Act (pending Governor's approval), which establishes a fund to provide financial assistance for equipment (such as electronic benefit transfer [EBT] card readers) and transaction fees to facilitate the use of SNAP benefits at farmers' markets and other alternative retail locations. Resources such as grants and loans should be provided to support the fund and the other efforts listed

above.

Implementation Action Area #3: Increase Data, Research, Training, and Information Sharing

Action - Build regional nonprofit capacity for local foods systems

Implementers - Nonprofits, philanthropic

Specifics - Identify and support a regional food entity (nonprofit). The entity should be represented by a variety of members (local farm organizations, economic, environmental, transportation, etc.) to analyze and support food policy issues from a comprehensive perspective and coordinate federal grant and loan programs. This entity should coordinate with the activities of the Illinois Food, Farms, and Jobs Council. It should also host summits and informative meetings for local officials and policymakers, including health departments, community organizations, and environmental roups.

Action - Improve data and research on local food production and needs

Implementers - CMAP, nonprofits, universities

Specifics - The region needs improved data on the production and distribution of local food and specialty crops. Also, infrastructure needs for the transportation, storage, and distribution of food (such as distribution hubs or refrigerated storage facilities, for example) should be identified and analyzed.

Action - Provide training and information sharing

Implementers - Universities, other education and training providers, philanthropic

Specifics - Local food training and technical assistance programs for farmers and laborers should be provided to assist in the transition to local food production. These should be linked with workforce development programs. ~~Sustainable and conservation oriented farming techniques should be particular focuses~~. Also, information sharing between practitioners on a variety of local food topics, including food waste reduction, processing, and reuse, should be encouraged. Develop comprehensive information resources for farmers, distributors, and retailers to connect producers and distributors.

Action - Provide technical assistance to incorporate local food systems in comprehensive plans and ordinances

Implementers - CMAP, municipalities, nonprofits

Specifics - Assist government officials and planners to incorporate local foods into comprehensive plans and ordinances. Technical assistance should accommodate the full spectrum of local food production from community gardens to commercial farm

operations, and could include activities such as removing barriers to local food distribution or designating certain zones for permitted ~~small-scale~~ food production.

4.6 Costs and Financing

Supporting the development of healthy and nutritious food systems is not free, and some of the recommendations contained on the previous pages would involve costs to the public sector which, though small, are not negligible. However, this needs to be placed in context. The U.S. already spends a significant amount of money on agriculture production through the Farm Bill, legislation passed every five years to guide national agricultural policy. The most recent Farm Bill (the Food, Conservation and Energy Act of 2008) has a cost of $307 billion dollars between 2008 and 2012.45 While the majority of this funding, $209 billion, is directed toward nutrition programs like foods stamps (SNAP), nearly $35 billion dollars over the next few years will be spent on direct payment subsidies, or about $5.2 billion annually.

Federal policy is shifting toward supporting local food, as seen in modest monetary gains found in the 2008 Farm Bill for both production and access of local food. Supportive programs such as the Farmers' Market Promotion Program or the USDA "Food Desert" Study have either been expanded or created to elevate local food as a viable agricultural use. But this transition will require further investment. Commodity and local food farming require different machinery, tools, maintenance, training, labor, packaging, marketing, and transport. Our region's food infrastructure is currently set up to produce and export commodity crops such as corn, soybeans and alfalfa. While there will be a cost associated with transitioning to additional local food
production, much of this would likely be borne by the private sector. ~~, without public cost, if the playing field for local food was leveled.~~

Furthermore, as a result of the2009 Local Food, Farms and Jobs Act, publicly funded or owned institutions are encouraged to buy local food, and can pay a 10-percent premium for locally grown produce. In the past these institutions were required to choose the lowest reasonable bid. This increase in spending is voluntary, and depends on the budget situations of these institutions, but creating demand for local food among large food producers could support the emergence of local food as a viable economic sector.

The preservation of farmland or conversion of vacant lots to urban agriculture can have positive financial impacts for the public sector. Although the initial land purchase may be costly, agriculture generates local tax revenue and has very low service costs, meaning that it generally has more favorable fiscal impacts than residential development. Municipal-owned vacant lots that are converted to local food production provide another opportunity to add local tax revenue, so initial investments in urban agriculture by local governments can pay off over time.

Improving food access also has associated costs, but initial, small-scale investments by the public sector can leverage larger private sector investments. In the Pennsylvania Food Financing Initiative, private investors matched public funds at a ratio of 5.5:1. Overall, public investments and financing in the short term can create a local food system (including both production and access) that will sustain itself in the long term.

Erin Aleman

From: Amy Talbot
Sent: Thursday, August 05, 2010 1:31 PM
To: Erin Aleman
Subject: FW: Latest suggested editions to CMAP document
Attachments: CMAP 8-4-2010.doc; Fresh Taste and Council Press Release.doc

Follow Up Flag: Follow up
Flag Status: Completed

Categories: ITF Public Comment

Hi Erin,

Here are some more.

Amy

From: Jim Braun [mailto:jbraun2525@yahoo.com]
Sent: Thursday, August 05, 2010 4:30 AM
To: Amy Talbot
Cc: James Bloyd
Subject: Latest suggested editions to CMAP document

Amy,

I sent a document late yesterday with suggested revisions. I wanted to send that one ASAP to provide Council leaders an opportunity to view and weigh in on the great work you have already done. As my head clears from fever, I think I am able to see a bit more clearly. The attached document has yesterday's suggestions in red track changes and this morning's suggestions in blue.

I have also attached info. on the Iowa State study that I failed to attach yesterday. Sorry.

Great work, and thanks,

Jim

1. Promote Sustainable Local Food

Food -- like air, water, and shelter -- is a basic human need. While sustaining life and influencing health, food, and the act of eating are part of our culture and everyday existence. Three times per day, we decide *what* to eat, often without consideration of *how* that food was produced or *where* it comes from. These daily decisions have consequences whether or not we are aware of them, and they directly shape the farm communities and food delivery mechanisms ~~food industry~~ that daily provide our essential survival nutrients. ~~feeds us.~~

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There is growing concern about the environmental impacts, safety, and quality of our food. While technological improvements and other methods have dramatically increased crop yields, they have also created ecological damage and negative health impacts. Also gaining widespread attention are the disparities of access to fresh, nutritious, and affordable foods and the health implications of "food deserts" (areas without nearby retail outlets that have fresh, nutritious, and affordable food). How residents and institutions in our region get their food may seem like an issue best left up to individual lifestyle choices and private business decisions. However, food systems are already highly influenced by public policies related to land use, transportation, and many other issues addressed in the *GO TO 2040* plan. In turn, food directly influences the economy, environment, public health, equity, and overall quality of life.

This chapter addresses local food in two separate but related categories: (1) **production** and the mechanisms required to deliver it from a farm gate to a food plate in the region, and (2) people's ability to **access** affordable, nutritious, fresh food. Issues of local food production and access are not mutually exclusive. For example, some particularly effective policies, such as urban agriculture projects in food deserts, can simultaneously address poverty, economic disparity, joblessness, lack of entrepreneurial opportunity, public health, as well as community cohesion and emergency preparedness while providing a reliable supply of fresh food. Irrespective of its source, ~~both production and access. But often these two categories require different policy solutions, as demonstrated by the fact that~~ people need access to fresh, nutrient dense~~tious~~, affordable food ~~no matter where it is produced~~.

"Local foods" are products available for direct human consumption that are grown, processed, packaged, and distributed within our seven counties or adjacent regions. A local food system can include a variety of production options, from backyard and community gardens to commercial farms and combinations in between. "Sustainable" is defined as meeting the needs of the present without compromising the future. Sustainability should be the overarching principle regulating all other aspects of a ~~essential to all aspects of any local~~ food system, from farming practices to food product distribution to waste disposal. Therefore, the term "sustainable local food" combines these two definitions.

The region should strengthen the sustainability of its local food system by:

- **Facilitating sustainable local food production** in our region by supporting urban agriculture and farmland protection and helping to develop a market for local foods.
- **Increasing access to fresh, nutritious, and affordable foods**, especially for those residents in food deserts, and linking anti-hunger programs to local food production.
- **Raising awareness by providing data, research, training, and information** for public officials, planners and residents, and increasing data and research efforts to understand and support investments in sustainable local food.

The following section describes current conditions, explains the importance of sustainable local food, and provides details about the recommended actions.[1]

Benefits

During CMAP's *GO TO 2040* "Invent the Future" phase of public engagement, issues surrounding local foods such as food access and the environmental impacts of food choices were raised frequently by residents. Significant public interest in sustainable local food was also uncovered during research conducted for the food systems report funded by the Chicago Community Trust.

Recent federal and state legislation demonstrates support for public sector involvement in local food. The 2008 Farm Bill includes $1.3 billion dollars in new funding over a 10-year period for specialty crops (vegetables, fruits, etc.) through programs that support local food production and expand distribution of local, healthy food.[2] At the state level, the 2009 Illinois Food, Farms, and Jobs Act (Public Act 96-0579) set procurement goals for purchase of local food by state and state-funded agencies. The Act also created the Local Food, Farms, and Jobs Council to address local food issues such as infrastructure, training and inter-agency coordination.[3] These recent efforts show growing recognition of the positive benefits of local foods.

Quality of Life

More than 61 percent of people in the region are overweight or obese, but not necessarily well nourished.[4] Poor diets can result from insufficient access to high-quality produce, often

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[1] This section of *GO TO 2040* has been informed by *GO TO 2040* Food Systems Strategy Report, 2009. See http://www.goto2040.org/foodsystems/.

[2] American Farmland Trust, "A Rightful Place at the Table for Local and Healthy Foods," analysis of the 2008 Farm Bill, 2010. See http://www.farmland.org/programs/farm-bill/analysis/localfoodpolicy.asp.

[3] Illinois Local and Organic Food and Farm Task Force, "Local Food, Farms, & Jobs: Growing the Illinois Economy," report to the Illinois General Assembly, March 2009. See http://www.foodfarmsjobs.org/.

[4] National Center for Chronic Disease Prevention and Health Promotion of the Centers for Disease Control, Behavioral Risk Factor Surveillance System, selected Metropolitan/Metropolitan Area Risk Trends used for comparison of Health Risk Data for the Chicago-Naperville-Joliet, IL-IN-WI Metropolitan Statistical Area from 2002, 2003, 2004, 2005, 2006, 2007.

contributing to childhood obesity, diabetes, and other nutrition-related disease. One in three Americans born in 2000 are estimated to develop Type 2 diabetes (previously known as adult-onset diabetes) in their lifetimes, and the estimates are even higher for African Americans and Latinos.[5] Strategies to increase access to fresh food combined with nutritional education can help to overcome these problems. While reporting that 23.5 million Americans do not have access to nearby outlets for fresh food, a recent study noted that access to healthy food decreases the risk of obesity and other diet-related chronic diseases.[6] Research also has shown that, when outlets selling fresh food are introduced in food-deficient areas, nearby residents' consumption of fruits and vegetables will increase, especially in the lowest income families.[7] Additionally, a 2009 report on food access in Chicago found that distance to the nearest fresh food outlet (compared to fringe food outlets like convenience stores) correlated to increases in cancer, cardiovascular disease, diabetes, and liver disease, especially in African American communities.[8]

Linking local food policy with hunger assistance programs can positively affect both efforts. Expanding the types of fresh food outlets that accept hunger assistance benefits (to include farmers' markets, community supported agriculture, or other retail delivery services) would make fresh food more accessible to low-income people, and arrangements between local food producers and food banks would have a similar effect.

The production and consumption of local foods can create a thriving culture and sense of community. Crops that are specific to the northeastern Illinois region provide a sense of regional identity. Regional and local relationships between residents, businesses, and farms can be fostered by better integrating local food into the community. For example, a Saturday farmers' market is more than a just retail outlet to buy food. It also provides a social gathering spot for the community and allows people to meet the farmers who grow their food.

Economic

Food production and processing have become increasingly consolidated over the course of human history. Yields have improved dramatically, particularly in the last century, due to technological advances, modern production systems, machinery, and increased use of fertilizers and pesticides. However, the current system also creates economic distortions. For example, federal subsidization of large-scale food systems can serve as a disincentive to produce local

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[5] Center for Disease Control, "Learn Your Risk for Diabetes and Take Steps to Protect Your Health," updated March 2010. See http://wwwtest.cdc.gov/Features/DiabetesAlert/.

[6] Policy Link and The Food Trust, "The Grocery Gap, Who Has Access to Healthy Food and Why It Matters Report," 2010. See http://www.policylink.org/site/c.lkIXLbMNJrE/b.5860321/k.A5BD/The_Grocery_Gap.htm.

[7] Neil Wrigley, Daniel Warm, Barrie Margetts, and Amanda Whelan, "Assessing the Impact of Improved Retail Access on Diet in a 'Food Desert': A Preliminary Report Urban Studies," October 2002, 2074-2075.

[8] Mari Gallagher Research & Consulting Group, "The Chicago Food Desert Progress Report," June 2009. See http://tinyurl.com/22whbv5.

foods. But when barriers -- such as existing regulations and business practices, subsidies and other artificial pricing structures -- are removed and markets are allowed to function, local food systems ~~can~~become economically self-sustaining.

Increasing the production, distribution and purchase of local foods will strengthen our regional economy. Illinois residents spend $48 billion dollars annually on food, nearly all of which (an estimated $46 billion) is spent on imported food that sends our food dollars out of state.[9] Purchasing food that is grown locally captures and retains those dollars for continued use within our region, supporting local businesses and jobs. Based on estimates for other regions, a 20-percent increase in local food production and purchasing would generate approximately $2.5 billion in economic activity within the region.[10] Estimates from the March 2009 report, *Local Food, Farms & Jobs: Growing the Illinois Economy*, are even larger, at $20 billion to $30 billion for the entire state.

Improving food access could also have positive economic impacts. A full-service urban grocery store typically provides jobs for 150 to 200 employees and generates weekly sales of $200,000 to $300,000.[11] While some neighborhoods may initially need public financing to attract a grocery, "food desert" residents' demand for healthier food will reward both public and private investments. Additionally, the health impacts described above have positive economic impacts, as good health is an important precondition for individuals to succeed in the education system and in the workforce.

Strengthening a local food system can make preservation of existing farmland more economically viable. Over the past several decades, the region has lost around 16,000 acres of farmland per year and currently has about 800,000 acres remaining; as development has occurred, it has become more difficult to assemble large sites that are appropriate for production of commodity crops or livestock.[12] Increasing demand for local foods like vegetables, which can more easily be produced on small or scattered sites, provides aspiring farmers with more production options. Farmland preservation, in addition to maintaining an economic asset, also helps to preserve the rural character of much of our region and keep agriculture as a thriving economic activity.

Local food production can also improve land value and be used as a neighborhood revitalization tool in some communities. Vacant, unused parcels of land (particularly brownfields) are deleterious to the surrounding neighborhood, and using this land for

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[9] U.S. Department of Agriculture's National Agricultural Statistics Service, "Annual Bullentin," Census of Agriculture data, 2007, 93.

[10] Viki Sonntag, "Why Local Linkages Matter: Findings from the Local Food Economy Study," report for Sustainable Seattle, 2008.

[11] Pennsylvania Fresh Food Financing Initiative – The Reinvestment Fund, 2010. See http://tinyurl.com/26bzvkc.

[12] U.S. Department of Agriculture, National Agriculture Statistic Services Fact Finders for Agriculture, 2002 Census of Agriculture, State Profile for Illinois. See http://www.nass.usda.gov/

productive use can have positive impacts on nearby property values -- by as much as 30 percent, according to one study of an urban neighborhood in Philadelphia.[13]

Environmental

A sustainable local food system has many environmental and conservation benefits. First, sustainable local food systems can be a strategy to mitigate climate change. A recent study estimates that food production and distribution emit 8.1 metric tons of carbon dioxide equivalents per average household per year, with food production accounting for 83 percent of these emissions.[14] Production, including inputs such as farm machinery, fertilizers and pesticides, is by far the most energy-intensive component of the food system, but sustainable farming practices could reduce that footprint. Sustainable farming can also provide direct environmental benefits associated with green space such as stormwater management, water quality improvements, and reduction of urban heat islands.[15] The distance food travels from farm to plate -- referred to as "food miles" -- is also of concern. The average food item travels 1,500 miles, compared to the average locally produced item that travels only 56 miles.[16] Although food miles account for only 11 percent of the food system's greenhouse gas (GHG) emissions, a reduction of food miles also reduces the impact that rising fuel costs have on food prices. If the cost of gasoline continues to rise as it has over the last two decades, the global food system may no longer be as economical as it has been in the past.

A food system can also be a waste management technique and energy producer. By promoting a "closed loop" food system, in which every stage of the food system is used as a resource, the region can divert food waste from our landfills. An estimated 41 percent of U.S. food waste goes to landfills, where it takes up space, loses its nutrients and releases methane.[17] However, the nutrients can be retained by composting food scraps for use in local food production, home gardens, or landscaping; this can reduce or eliminate the need for fertilizers and thereby improve water quality.[18] Additionally food wastes can be integrated into animal feed or

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[13] Susan Wachter, "The Determinants of Neighborhood Transformations in Philadelphia -- Identification and Analysis: The New Kensington Pilot Study," from the University of Pennsylvania's Wharton School, July 12, 2004. See http://gislab.wharton.upenn.edu/silus/Papers/GreeningStudy.pdf.

[14] Christopher L. Weber and H. Scott Matthews, "Food-Miles and the Relative Climate Impacts of Food Choices in the United States," Department of Civil and Environmental Engineering and Department of Engineering and Public Policy, Carnegie Mellon University, November 28, 2007. Revised manuscript received March 4, 2008. Accepted March 14, 2008. See http://psufoodscience.typepad.com/psu_food_science/files/es702969f.pdf.

[15] U.S. Environmental Protection Agency, Heat Island Effect, April 15, 2010. See http://www.epa.gov/hiri/.

[16] Rich Pirog and Andrew Benjamin, "Checking the Food Odometer: Comparing Food Miles for Local Versus Conventional Produce Sales to Iowa Institutions," July 2003. See http://tinyurl.com/dcyr2c.

[17] Dr. Carol Diggelmann and Dr. Robert K. Ham, "Life-Cycle Comparison of Five Engineered Systems for Managing Food Waste," Department of Civil and Environmental Engineering at the University of Wisconsin, January 1998. See http://www.insinkerator.com/pdf/uwstudy.pdf.

[18] U. S. Environmental Protection Agency, Wastes -- Resource Conservation -- Reduce, Reuse, Recycle -- Composting, updated March 11, 2010. See http://www.epa.gov/osw/conserve/rrr/composting/basic.htm.

converted to into renewable energy and fuel.[19] Furthermore, the production of local food will contribute to biodiversity and the implementation of the Green Infrastructure Vision (GIV) by providing habitat, protecting valuable green space, and creating opportunities for green infrastructure connections in our region.[20]

Current Conditions

Local Food Production

The region has served as a focal point for the production, processing, and trading of food for many decades. But currently, most of what is grown doesn't directly feed humans, partly as a result of federal policies that subsidize high-volume crops like grains but not specialty crops like fruits and vegetables. Our region primarily grows corn, soybeans, and forage crops.[21] This reflects the historical shift away from local food production to a global system, aided by government policies, subsidies, and technology investment designed to build economies of scale deleteand efficiency in agriculture.[22] Today fewer farms produce greater amounts of food: While the number of farms declined from 6.8 million in 1935 to 2.1 million in 2005, U.S. farm output grew by 152 percent over the same approximate period.[23] However, these long-term trends of consolidation, specialization, and mechanization of agriculture have also had repercussions that include economic distortions and negative environmental and health externalities.

Partially in response to these problems, alternative methods of farming and food distribution are attracting interest and investment. While only 8 percent of the region's 3,748 farms produced food directly for human consumption in 2007, the number has been rising due to an increase in organic farms, urban agriculture, food cooperatives, community supported agriculture (CSA), and farmers' markets.[24] Increased demand for local and sustainably grown foods can be seen in the growth of local food distribution outlets; between 1999 and 2008, the number of farmers' markets and CSAs statewide increased dramatically.[25] The fastest growing sector of the food industry has been organic food, reaching almost 20-percent annual growth in recent years. However, this has increased imports of organic products because U.S. producers

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[19] University of California Davis, Biogas Energy Project, March 2008. See http://frontiers.ucdavis.edu/9a.html.

[20] Chicago Wilderness, "Green Infrastructure Vision Final Report," March 2004. See http://tinyurl.com/35lckn4.

[21] National Agricultural Statistics Service of the U.S. Department of Agriculture, Census of Agriculture 2007, County summaries for Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties, 2.

[22] U.S. Department of Agriculture and Economic Research Service, "Milestones in U.S. Farming and Farm Policy," *Amber Waves*, June 2005. See http://www.ers.usda.gov/Amberwaves/June05/DataFeature/.

[23] David E. Banker and Robert A. Hoppe, "Structure and Finances of U.S. Farms: 2005 Family Farm Report," Economic Research Service, U.S. Department of Agriculture, May 2006. See http://www.tinyurl.com/3749pd7.

[24] National Agricultural Statistics Service of the U.S. Department of Agriculture, Census of Agriculture 2007, County Level Data, Table 30.

[25] Robert Schirmer (Maywood, IL) database; Indiana Department of Agriculture as referenced in "Local Food, Farms, & Jobs: Growing the Illinois Economy," March 2009, 9.

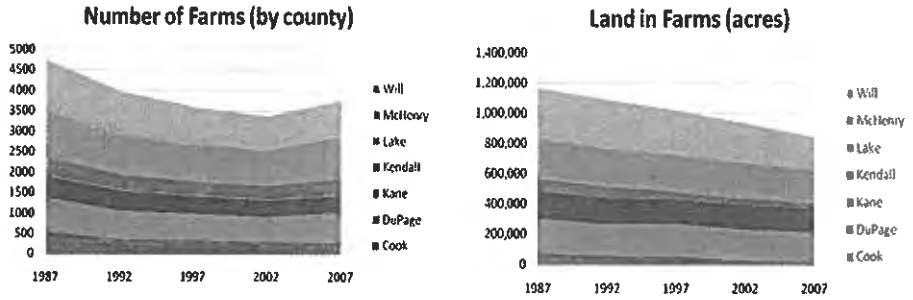
could not meet demand.[26] This rising demand presents an opportunity for local food production in the region.

[26] Illinois Local and Organic Food and Farm Task Force, "Local Food, Farms, & Jobs: Growing the Illinois Economy," March 2009, 8. See http://www.foodfarmsjobs.org/.

Consistent with national trends, the number of small farms in the region increased by 7 percent from 2002-07, with more diversity of both crops and farmers.[27] This has occurred despite continued loss of agricultural land. See **Figure 29** for two charts describing the number of farms and their sizes by county throughout the region. Every county in the region has lost farmland over the past several decades, despite the efforts of many counties to preserve this important part of their heritage.[28]

Another important input for food production is workforce: farmers and laborers. Of the 76,000 farmers in Illinois, only several hundred produce food for local markets.[29] Furthermore the average age of the principal farm operator in our region was 56 in 2007 and is increasing,

Figure 1. Number and size of farms in region



Source: U.S. Department of Agriculture, National Agricultural Statistics Services, Census of Agriculture, County Profile, 1987, 1992, 1997, 2002, 2007.

Despite some promising trends, significant economic and policy impediments combine to keep the market for local food small. Differences in local regulations, past economic practices, subsidy programs, and infrastructure requirements (distribution, storage, etc.) all combine to limit growth of local food production and drive up the price of locally produced food. Existing farmland and urban farms within the CMAP region ~~CMAP does not anticipate that the region,~~

[27] National Agricultural Statistics Service of the U.S. Department of Agriculture, Census of Agriculture 2002 and 2007, County Level Data, Table 2.

[28] National Agricultural Statistics Service of the U.S. Department of Agriculture, Census of Agriculture 1997, 2002 and 2007, County Level Data, Table 1.

[29] Illinois Local and Organic Food and Farm Task Force, "Local Food, Farms, & Jobs: Growing the Illinois Economy," report to the Illinois General Assembly, March 2009, data from 2007. See http://www.foodfarmsjobs.org/.

[30] National Agricultural Statistics Service of the U.S. Department of Agriculture, Census of Agriculture, County Profiles, 2007.

~~even~~ in conjunction with the rich and productive agricultural soils surrounding the CMAP region~~s,~~ are capable of producing each of the foods we eat that will grow outside tropical climates. ~~will ever produce all of the food that its residents require.~~ According to a recently released report by the Leopold Center for Sustainable Agriculture at Iowa State University **(this is Attached Amy),** Illinois' entire statewide need for fruits and vegetables would require just 0.3 percent of the state's cropland acres. Much of this land could come from underutilized lots, parking lots, flat rooftops, and other vacant spaces now doting CMAPs urban/rural areas and the surrounding region. Local food provides the 21st Century's beginning and small farmers opportunity to prosper from spaces unfit for todays large and mechanized commodity production practices. The global food system must ~~will~~ continue to serve the region~~, partly~~, thus ensuring Illinois communities a supply of food products that will not grow in our temperate climate and to export the volumes of excess agricultural products generated annually from Illinois' vast, rich, and varied prairie soils. ~~because some types of foods are impractical to produce in the Midwest. Still, production of food in the region can certainly be increased beyond its current levels.~~

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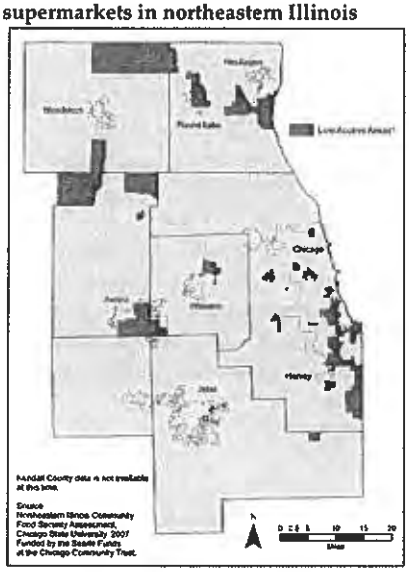
Food Access

Localizing food production is only one side of the story. Fresh, nutritious, and affordable food must also be accessible to all residents. Just over 11 percent of our region is located in "food deserts" that lack access to fresh, nutrient dense food. Most often, food deserts exist in low-income urban neighborhoods and in rural areas. **Figure 30** displays the location of low-access areas, which are equivalent to food deserts. This analysis is normalized for urban, suburban, and rural areas because the definition of acceptable distance from outlets selling fresh food ~~to a large supermarket~~ varies based on population density.

While hunger is a symptom of poverty that is not necessarily related to local food, it is still useful to consider in the context of food systems. The U.S. Department of Agriculture (USDA) estimates that 9.5 percent of Illinois households between 2005 and 2007 lacked access to enough food to fully meet basic needs due to lack of financial resources, which is termed "food insecurity." The system of food banks and programs that provide hunger assistance is hard to navigate, and participation in food assistance programs is relatively low compared to need. Food banks depend on donated food and may lack an adequate supply of nutritious or fresh food.

Figure 2. Areas with low access to large supermarkets in northeastern Illinois



Source: Northeastern Illinois Community Food Security Assessment, Chicago State University, 2007

Indicators and Targets

GO TO 2040 proposes to measure the region's progress towards a sustainable local food system using two indicators: production is measured using acres of land in the region harvesting food for human consumption, and access is measured using the percent of the region's population who live in a "food desert."

Food Production

This indicator will track the acreage of land in the region that is being used to harvest food for human consumption using USDA data. Currently, the region has approximately 5,600 acres harvested for direct consumption, representing 0.72 percent of the total harvested acres (772,308) in the region as of 2007.[31] The goal is to dramatically increase this regional acreage over time.

- 2015 target: 8,000 acres
- 2040 target: 20,000 acres

[31] National Agricultural Statistics Service of the U.S. Department of Agriculture, Census of Agriculture, Desktop Data Query Tool, 2007.

Food Deserts

Along with production, food access must also be measured. Food deserts and food access are inversely related. As food deserts are eliminated, food access is increased. Currently 11 percent of our region's population (excluding Kendall County, for which data has not yet been collected) is located in a food desert or a low-access area relative to outlets selling fresh food. ~~a large supermarket~~. Food deserts in the region are shown in **Figure 30**. The goal is to eliminate food deserts in the region by 2040.

- 2015 target: 9%
- 2040 target: 0%

Recommendations

GO TO 2040 recommendations for sustainable local food cover three areas: food production, food access, and overarching needs such as raising awareness and improving available data and research. The purpose of these recommendations is to move local food from a "niche" market to self-sustaining, thriving system. More detail of these and other recommendations can be found in a report on local food prepared by the Chicago Community Trust, Chicago Food Policy Advisory Council (CFPAC), and the City of Chicago in partnership with CMAP.[32]

Facilitate Sustainable Local Food Production

An important requirement for food production is land availability. Two distinct approaches are to promote urban agriculture within already developed areas and to pursue agricultural preservation in areas that are currently farmed or preserved as open space. Urban agriculture provides opportunities to convert land and space to local food production and includes backyard gardens, community gardens, allotment gardens, greenhouses, aquaculture, and small scale commercial sites in more dense locations. In addition to producing food, urban agriculture increases open space and community vitality, adds value to underutilized land, increases economic activity, and can provide on-site job training. The process of acquiring and converting vacant or underutilized lots and rooftops into agricultural uses needs to be streamlined and simplified. Site maintenance including landscaping, stormwater and fencing requirements should be compatible with local food practices. As soil condition is a major concern for urban agriculture, standards need to be established for acceptable soil conditions and procedures to achieve those standards to ensure the land is safe for food production.[33] Often soil testing and remediation costs can be high, but there are alternatives such as capping the lot and growing in raised beds.

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[32] *GO TO 2040* has been informed by *GO TO 2040* Food Systems Strategy Report, 2009. See http://www.goto2040.org/foodsystems/.

[33] U.S. Environmental Protection Agency, "How Does your Garden Grow? Brownfields Redevelopment and Local Agriculture," March 2009. See http://www.epa.gov/brownfields/success/local_ag.pdf.

Protecting and adding value to existing agricultural land also supports local food production. Agricultural preservation programs typically facilitate the purchase or donation of development rights of current farmland, which restricts development on the site but allows farming to continue. Kane County's Farmland Protection Program is based on this concept and to date has preserved 39 farms totaling over 5,000 acres of farmland, with numerous properties on a waiting list for future funding. Since 2001, Kane County has invested almost $20 million from gaming and riverboat revenue in the program, supplemented by $12.6 million in federal funding from the Farm and Ranch Lands Protection Program. Although currently none of the properties in the program are used for local food production, they may be in the future because land in this program will remain in agricultural use in perpetuity. McHenry and Kendall Counties also have similar farmland protection programs in place, but all three programs would benefit from a more permanent funding source, which would increase the amount of land protected. CMAP supports these programs and recommends that they continue and be strengthened. Furthermore, innovative developments can also support local food production; for example, Prairie Crossing in Lake County permits residential and commercial development while preserving agricultural land and operating a on-site farm.[34] Where land ownership by local food producers is not an option, leasing farmland can provide an alternative.

Federal farm policies, such as the Federal Farm Bill, should promote viable local food systems through incentives and funding that encourage resource conservation, minimize the distance food travels, mitigate environmental degradation, and promote techniques that assure food safety and the production of nutrition-rich healthy foods. Furthermore federal production and processing standards should reflect needs of small scale operations to process food locally while still ensuring food safety.

Once imbalanced federal policies and unnecessary municipal, local, state, and federal ~~certain~~ regulatory barriers ~~arriers~~ are removed from local food, widespread wholesale institutional procurement of local food products will give farmers confidence in future demand and will ~~may~~ entice new and existing farmers to enter an emerging marketplace. ~~the farming profession.~~ The 2009 Local Food, Farms and Jobs Act established a 20 percent institutional procurement goal by ~~2023~~2020 and provides incentives to participants by permitting institutions to pay 10-percent premiums for local foods. Federal and state government should work with school districts and other institutions to link nutrition assistance programs with local food production through school, afterschool, summer, and other institution ~~weekend nutrition~~cafeteria sites. "Farm to School" programs are gaining momentum and several successful models already exist in school districts in Chicago, Grayslake, and Palatine.[35]

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[34] Prairie Crossing website. See http://www.prairiecrossing.com.

[35] Illinois Farm to School Programs, 2010. See http://www.farmtoschool.org/IL/programs.htm.

Increase Access to Fresh, Nutritious, and Affordable Foods

Every resident in the region should have access to fresh healthy food within a reasonable distance, which means eliminating food deserts. Various local food strategies such as community gardens, farmers' markets, and alternative food retail outlets can be used for this purpose and could serve as demonstration programs to expand the diversity of retail options.

Fresh food financing, an emerging strategy, both supports local food production and provides greater access to fresh food. Pennsylvania has developed a model that other states, like Illinois, are considering. In 2004, the Pennsylvania Food Financing Initiative began as a public, private and nonprofit collaboration. With an initial state investment of $30 million, the program leveraged an additional $165 million dollars in private investment to fund supermarket projects in underserved areas. This resulted in access to nutritious food for 400,000 people and created or retained 5,000 jobs.[36] Similarly, Illinois has recently created (but has not yet funded) a $10 million Fresh Food Fund to stimulate fresh food access in underserved areas by assisting with land acquisition, equipment purchases and infrastructure, and an additional $20 million is being sought from philanthropic groups to enhance the program.[37] The proposed 2011 federal budget includes a $345 million Healthy Food Financing Initiative, a program also modeled after the Pennsylvania program that provides financing for local grocers.[38] *GO TO 2040* recommends continuing and strengthening these fresh food financing initiatives.

Linking local food policy with anti-hunger strategies can provide mutual support to both systems. Every year nearly 700,000 people in the region rely on food banks and other anti-hunger programs for basic food needs.[39] Programs and policies should link local food production programs with those that address food access issues, particularly for residents who live in hunger. For example, linking urban agriculture programs with food pantries could combine solutions to workforce development, nutritional education, and hunger. Similar programs can already be found in our region. For example, Ginkgo Organic Gardens in Chicago donates all vegetables, herbs, fruit and flowers, approximately 1,500 pounds a year, to Uptown-area nonprofit organizations such as the Vital Bridges' GroceryLand, a food pantry dedicated to serving low-income residents living with AIDS.[40] Furthermore, the USDA, state and local governments, and farmers' markets should permit and encourage the use of public assistance (Link benefits) at farmers' markets and other outlets for local, fresh products. Additional benefits such as "double voucher" programs may be needed to increase the affordability of local food at these locations.[41] Nutrition and anti-hunger programs should be

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[36] Policy Link, The Food Trust, and The Reinvestment Fund, "A National Fresh Food Financing Initiative: An Innovative Approach to Improve Health and Spark Economic Development," 2010. See http://tinyurl.com/2ffnolw.

[37] The Robert Wood Johnson Foundation, "Illinois Approves Spending for Fresh Food Fund," 2010.

[38] Policy Link, The Food Trust, and The Reinvestment Fund, "A National Fresh Food Financing Initiative: An Innovative Approach to Improve Health and Spark Economic Development," 2010. See http://tinyurl.com/2ffnolw.

[39] *GO TO 2040* Hunger Strategy Report, 2009. See http://goto2040.org/hunger/.

[40] Ginkgo Organic Gardens, 2010. See http://www.ginkgogardens.org.

[41] August Schumacher, Rachel Winch, and Angel Park, "Fresh, Local, Affordable: Nutrition Incentives at Farmers' Markets 2009 Update," Wholesome Wave Foundation, November, 2009. See http://tinyurl.com/27ltzvo.

coupled in a streamlined, seamless fashion, regardless of whether they are federal, state, municipal or private in nature.[42]

Raise Awareness by Providing Data, Research, Training, and Information to Support Local Food Systems

A regional food system development ~~policy~~ organization should be established to position the region as a leader in regional food systems and allow rapid response to national and state initiatives. The goal of such an organization should be to build capacity of other local food ~~policy~~development councils and nonprofits~~,~~; increase economic activity~~,~~; utilize and protect the region's assets~~,~~; promote ~~innovations~~entrepreneriam and innovations~~,~~; enhance community cohesion and emergency preparedness; and foster a healthier region through better access to local foods and nutrition education. To achieve this goal, the regional food organization should support policy development, identify training and technical assistance needs, and work to identify initiatives that support the marketability of locally grown food to meet business needs. The organization should have comprehensive representation of the types of organizations involved in sustainable local foods, and is likely to require a combination of private, public, and philanthropic support.

Through the Regional Indicators Project,[43] CMAP should be the central repository for local food data. A variety of local food data should be collected, standardized, and analyzed to provide policy makers, farmers, businesses, retailers, and residents with the tools to make responsible and realistic funding and policy decisions. Beyond simple collection of data, research is needed to understand how local food can best be supported. Food systems require production, transportation and distribution infrastructure, and new forms of infrastructure may be needed to support local foods. While currently the global food market involves high volumes of food being transported, stored, and distributed, local food systems are typically lower volume and will need to consolidate and coordinate distribution strategies. The travel patterns of food within our region are another important part of the puzzle. In the Philadelphia area, the regional planning agency (Delaware Valley Regional Planning Commission, or DVRPC) analyzed food freight to understand how far food typically travels from producer to consumer. The study showed that 99 percent of food tonnage is moved by trucks through the region, and (language correction here?)the movement of accounted for 13 percent of total freight movements for the region in 2002, with significant future increases projected.[44] CMAP and its transportation partners should conduct a similar study for our region, which is particularly relevant due to the region's status as the nation's freight hub.

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[42] For further recommendations concerning hunger -- going beyond its relationship with local food -- see *GO TO 2040* Hunger Strategy Report, 2009, at http://www.goto2040.org/hunger/. The recommendations of this report are supported by *GO TO 2040*.

[43] Described further in the *GO TO 2040* section Access to Information.

[44] Delaware Valley Regional Planning Commission, "Greater Pennsylvania Food Study," January 2010, 73 and 76. See http://www.dvrpc.org/reports/09066A.pdf.

~~As~~For local food production, distribution, and consumption to mature as an engine for community betterment~~is still an emerging , industry,~~ workforce training, technical assistance, and information sharing will be needed in the near future. Initiatives at the local level through university extensions and other agriculture workforce training programs should connect farmers to available resources and provide the education necessary to create viable economic models for local food production. Information sharing between farmers, particularly those involved in sustainable farming practices, urban agriculture, or other non-traditional practices, is especially valuable. Finally, the creation of ~~developing~~ information resources that~~o~~ connect farmers, distributors, and retailers would help local foods to grow as a stand-alone economic sector; this should be a responsibility of the regional food development ~~policy~~ organization described above.

GO TO 2040 supports including local food components in local plans, ordinances, and planning decisions. In CMAP's role as a technical assistance provider, the agency should assist with the incorporation of local food components into county and municipal comprehensive plans and ordinances. This should build on existing work and best practices; Kane County will be including a local food system component in their upcoming comprehensive plan. Another resource for planners is the American Planning Association (APA) Policy Guide on Community and Regional Food Planning, which gives direction on how to incorporate food systems in communities.

In other regions, regional agencies (such as DVRPC) have integrated local food system planning as part of their land use planning and as a part of envisioning a sustainable future for their residents. Municipalities such as Seattle, Detroit, Madison and Kansas City are including local food in comprehensive plans, adopting zoning regulations and districts that permit urban gardens and composting, and removing policy barriers to farmers' markets. Within the urban garden district in Cleveland, community and market gardens are permitted as well as greenhouses, hoop houses, chicken coops, beehives, compost bins and seasonal farm stands. In our region, farmers' markets are located throughout in a variety of municipalities such as Chicago, Schaumburg, Evanston, and Zion. Furthermore, Chicago is looking to develop ordinances and standards to simplify the process of converting vacant lots into growing space for local foods. The region's local governments should continue these efforts.

Finally, providing information to the general public about sustainable local food systems is important, and should be a responsibility of the proposed regional food policy organization. Although public awareness is increasing, ambiguity still exists about where our food comes from, as well as who raises it, processes it, and makes policy decisions about it. This lack of awareness is a formidable barrier to creating a more sustainable system. Education begins at the consumer level through school and community gardens, farmers' markets, and agricultural endeavors close to where consumers live. While such ventures provide a limited proportion of the food consumed in the region, they reconnect individuals to how food is grown and produced, and they prepare the region's consumers to become active participants in decisions about the food system. The economic viability of a sustainable local food system depends on a

strong market for its products. Local governments, business organizations, philanthropic groups, and advocacy groups can build demand for sustainable local food through public education campaigns that promote the benefits of local and healthy eating to all citizens.

Implementation Action Areas

The following tables are a guide to specific actions that need to be taken to implement *GO TO 2040*. The plan focuses on three implementation areas for promoting sustainable local food:

- Facilitate Sustainable Local Food Production
- Increase Access to Fresh, Affordable, and Healthy Foods
- Increase Data, Research, Training, and Information Sharing

Implementation Action Area #1: Facilitate Sustainable Local Food Production

Action	Implementers	Specifics
Support urban agriculture as a source of local food	Federal: USDA, ~~(U.S.~~ EPA, HUD, DOT, FEMA, CDC, DOD ~~),~~ ~~s~~State: Governor's Office; Lt. Governor's Rural Affairs Council; Attorney General's Office; Departments of Agriculture; Central Management services; Commerce and Economic Opportunity; Finance Authority; Treasurer; Human Services; Public Health; Aging; Children and Family Services; Healthcare and Family Services; Veterans Affairs; Transportation; Emergency Management; Corrections; Natural Resources; Environmental Protection ~~(IEPA),~~ ~~m~~Municipalities and ~~,~~ local govenments, nonprofits, for profits, institutions, financial institutions, and individuals	Urban agriculture can be a productive use of vacant or underutilized urban land. Local governments should simplify and incentivize the conversion of vacant and underutilized lots, ~~and~~ rooftops, and spaces ~~-~~into agricultural uses. Agricultural land within the CMAP and surrounding region should be encouraged and incentivized to grow food for local consumption. ~~-~~Research groups should support this by developing an inventory of underutilized publicly owned land that could be appropriate for urban agriculture. Brownfield remediation funding can and should be used to support community gardens and farmers' markets.
Continue and expand farmland protection programs	Counties, forest preserve districts and conservation districts, municipalities, park districts, land trusts	The region's local governments should maintain and improve their current farmland protection programs and develop new programs where needed. Counties and municipalities should work together to remove barriers to local food production on their respective lands and encourage inter-jurisdictional business opportunities. Where appropriate, agriculture should be supported as part of preserved open space such as forest preserves, park districts, or land trusts.
Encourage revisions of federal policy to promote local food	White House, ~~Federal~~Congress, Judiciary, federal departments, ~~(USDA)~~and all federal field offices and their programs within and	Federal farm and ~~F~~food policies, regulations, and subsidies ~~at the federal level~~ should be reassessed to accommodate local food farmers and entrepreneurs. ~~small farm operations.~~ Most federal incentives have been ~~are~~ geared to encourage ~~ward~~ large industrial farming practices, and current regulations can ~~can~~ inhibit local food ~~small farm~~ production and infrastructure development. Recent federal policy changes to recognize the

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	surrounding the CMAP area	importance of local food should continue and be strengthened
Support local food production through diverse other organizational and institutional support	Social, financial, public health, and emergency response ~~State agencies~~organizations, ~~and~~ institutions, University of Illinois Extension,	In line with the 2009 Local Food, Farms and Jobs Act, a procurement process for state institutions that favors local foods (such as schools, hospitals, and other government facilities) could bolster the local foods economy by creating a stable market ~~demand~~ for local food. ~~Sharing of best practice information between participating institutions is also recommended.~~ Community colleges, universities, and organizations can train beginning farmers and local food entrepreneurs, share information, and disseminate best practices. Municiple, local, state, and federal governing entities, philanthropies, private donors, and traditional banking institutions should collaborate to partner financial resources required by local food entrepreneurs to begin and expand projects.

Implementation Action Area #2: Increase Access to Fresh, Affordable and Healthy Foods

Action	Implementers	Specifics
Increase community access to fresh food through demonstration programs	Federal (USDA), state (DCEO), counties, municipalities	Support and expand various demonstration programs for providing better food access in food deserts, such as farmers' markets, farm carts and stands, fresh food delivery trucks, food cooperatives, and other alternative retail options and direct sales from community vegetable gardens. On-site school farms could also be used to increase access and develop a local food curriculum. Funding should be identified to implement these programs. These programs also can be supported by examining health and licensing regulations to ensure that they do not create barriers to local access to fresh food.
Implement fresh food financing initiatives	Federal, state, local, municipal governing authorities, nonprofits, ~~p~~philanthropic, private investors, traditional lending institutions	Illinois should replicate the Pennsylvania Fresh Food Financing Initiative, which used state funding to spur private investment in fresh food delivery projects in underserved areas. The recently created Illinois Fresh Food Fund could provide a similar opportunity for Illinois; however, sufficient funding is required. The federal government should also continue and strengthen its efforts to fund similar programs.
Link hunger assistance programs to local foods	Federal, state, local, and municipal ~~(USDA)~~governing entities, ~~, state (IDOA),~~ food pantries, public health organizations, other organizations, individual farmers' markets	A partnership between hunger assistance and local food production can benefit both parties. Food pantries can work with local food producers to increase their quantities of fresh food. USDA F&N Services and the Illinois Department of Human Services should partner efforts to provide the underprivileged among us equal access to freshly harvested and nutrient dense foods. Additionally farmers' markets and other alternative local food outlets should accept SNAP benefits and outreach to Supplemental Nutrition Assistance Program (SNAP) recipients to utilize these locations to purchase food. To support this effort, the Illinois General Assembly passed the Farmers' Market Technology Improvement Program Act deletepending Governor's approval), which establishes a fund to provide financial assistance for equipment (such as electronic benefit transfer [EBT] card readers) and transaction fees to facilitate the use of SNAP benefits at farmers' markets and other alternative retail locations. Resources such as grants and loans should be provided to support the fund and the other efforts listed above.

Implementation Action Area #3: Increase Data, Research, Training, and Information Sharing

Action	Implementers	Specifics
Build regional nonprofit capacity for local foods systems	Nonprofits, philanthropic	Identify and support a regional food entity (nonprofit). The entity should be represented by a variety of members (economic, environmental, pubic health, emergency preparedness, transportation, etc.) to analyze and support food policy issues from a comprehensive perspective and coordinate federal grant and loan programs. This entity should coordinate with the activities of the Illinois Food, Farms, and Jobs Council. It should also host summits and informative meetings for local officials and policymakers, including health departments, community organizations, and environmental groups.
Improve data and research on local food production and needs	CMAP, nonprofits, universities	The region needs improved data on the production and distribution of local food and specialty crops. Also, infrastructure needs for the transportation, storage, and distribution of food (such as distribution hubs or refrigerated storage facilities, for example) should be identified and analyzed.
Provide training and information sharing	Universities, other education and training providers, philanthropic	Local food training and technical assistance programs for farmers and laborers should be provided to assist in the transition to local food production. These should be linked with workforce development programs. Sustainable and conservation oriented farming techniques should be particular focuses. Also, information sharing between practitioners on a variety of local food topics, including food waste reduction, processing, and reuse, should be encouraged. Develop comprehensive information resources for farmers, distributors, and retailers to connect producers and distributors.
Provide technical assistance to incorporate local food systems in comprehensive plans and ordinances	CMAP, municipalities, nonprofits	Assist government officials and planners to incorporate local foods into comprehensive plans and ordinances. Technical assistance should accommodate the full spectrum of local food production from community gardens to commercial farm operations, and could include activities such as removing barriers to local food distribution or designating certain zones for permitted small-scale food production.

Costs and Financing

Supporting the development of sustainable local food systems is not free, and some of the recommendations contained on the previous pages would involve costs to the public sector which, though small, are not negligible. However, this needs to be placed in context. The U.S. already spends a significant amount of money to subsidize agricultural production and food infrastructure through the Farm Bill, legislation passed every five years to guide national agricultural policy. The most recent Farm Bill (the Food, Conservation and Energy Act of 2008) has a cost of $307 billion dollars between 2008 and 2012.[45] While the majority of this funding, $209 billion, is directed toward nutrition programs like foods stamps (SNAP), nearly $35 billion dollars over the next few years will be spent on direct payment subsidies, or about $5.2 billion annually.[46]

Federal policy is shifting toward supporting local food, as seen in modest monetary gains found in the 2008 Farm Bill for both production and access of local food. Supportive programs such as the Farmers' Market Promotion Program or the USDA "Food Desert" Study have either been expanded or created to elevate local food as a viable agricultural use. But this transition will require further investment. Commodity and local food farming require different machinery, tools, maintenance, training, labor, packaging, marketing, and transport. Our region's food infrastructure is currently set up to produce and export commodity crops such as corn and soybeans. While there will be a cost associated with transitioning to local food production, much of this would likely be borne by the private sector, without public cost, if federal policies, subsidy programs, and insurance programs extended equal support and financial incentives to local food farmers and infrastructure entrepreneurs. ~~the playing field for local food was leveled.~~

Furthermore, as a result of the 2009 Local Food, Farms and Jobs Act, publicly funded or owned institutions are encouraged to buy local food, and can pay a 10-percent premium for locally grown produce. In the past these institutions were required to choose the lowest reasonable bid. This increase in spending is voluntary, and depends on the budget situations of these institutions, but creating demand for local food among large food purchasers would support the emergence of local food as a viable economic sector.

The preservation of farmland or conversion of vacant lots to urban agriculture can have positive financial impacts for the public sector. Although the initial land purchase may be costly, agriculture generates local tax revenue and has very low service costs, meaning that it generally has more favorable fiscal impacts than residential development. Municipal-owned vacant lots that are converted to local food production provide another opportunity to add local tax revenue, so initial investments in urban agriculture by local governments can pay off over time.

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[45] Congressional Budget Office, May 13, 2008. See http://www.cbo.gov/ftpdocs/92xx/doc9230/hr2419conf.pdf.

[46] Congressional Budget Office, May 13, 2008. See http://www.cbo.gov/ftpdocs/92xx/doc9230/hr2419conf.pdf.

Improving food access also has associated costs, but initial, small-scale investments by the public sector can leverage larger private sector investments. In the Pennsylvania Food Financing Initiative, private investors matched public funds at a ratio of 5.5:1. Overall, public investments and financing in the short term can create a local food economy ~~system~~ (including ~~both~~ production, infrastructure, and fresh food access) that will mature into a thriving, community-enriching, marketplace ~~sustain itself~~ in the long term.

Fresh Taste
"...encouraging diverse local agriculture and healthy eating for all in the greater Chicago region."

Illinois Local Food, Farms, and Jobs Council
"...making local farm or food products available to all Illinois citizens." Public Act 96-579

April 28, 2010

Illinois Fact Sheet to "Selected Measures of the Economic Values of Increased Fruit and Vegetable Production and Consumption in the Upper Midwest"

Overview of Study

The Leopold Center for Sustainable Agriculture at Iowa State University, in collaboration with regional partners in the upper Midwest,[1] conducted a multi-state economic impact study on increases in fruit and vegetable production in a six-state area (Illinois, Indiana, Iowa, Michigan, Minnesota, and Wisconsin). Fresh Taste, a collaboration of funders encouraging diverse local agriculture and healthy eating in the Chicago region, was the lead partner and sponsor of the Illinois data.

Expanding the fruit and vegetable industry in the upper Midwest could have a huge economic impact in the region, particularly in Illinois. The study shows the potential statewide and regional economic values that might accrue to farmers and regional economies in six states if there was an increase in the production and marketing of 28 types of fresh fruits and vegetables for local consumption.

Illinois Agricultural Facts[2]

Illinois has over 23.7 million acres of cropland. The average size of a farm is 348 acres and there are a total of 76,860 farms in Illinois. However, the majority of farms in Illinois are less than 50 acres. Corn and soybeans are the main agricultural crops produced, and over 13 million acres are devoted to corn and 8.29 million acres to soybeans. Illinois has almost 1400 farms producing vegetables, melons, potatoes, and sweet potatoes. Over 600 farms produce fruits, tree nuts, and berries. However, Illinois has the lowest current level of fresh vegetable acres per 1,000 persons in the Upper Midwest (only 1.4 acres in 2007). Illinois also has extremely low levels of non-citrus fruit and berry production. In terms of indicators for regional production competitiveness, based on acreage (not productivity of those acres), Illinois has the lowest of all six Upper Midwest states [0.15 acres for fresh vegetables, 0.05 for fruit bearing acres, and 0.06 acres for berries].

Leopold Study: An Illinois Perspective

Two separate scenarios were investigated by David Swenson, Department of Economics, at Iowa State University and it must be emphasized that the economic values from the two scenarios should *not* be added together. Regional partners in the study included the Leopold Center for Sustainable Agriculture (who coordinated the study), Fresh Taste, Institute for Agriculture and Trade Policy, the Minnesota Institute for Sustainable Agriculture at the University of Minnesota, Land Stewardship Project, Center for Integrated Agricultural Systems at University of Wisconsin, the Michael Fields Agricultural Institute, Indiana Cooperative Development Services, Michigan Food and Farming Systems and the C.S. Mott Group for Sustainable Food Systems at Michigan State University.

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[1] The Good Food Network of the Upper Midwest is a working group of regional NGOs and universities in a six-state region that convened in 2008-2010 to share best practices and develop a research agenda to ramp up sustainable food production and marketing in the upper Midwest.
[2] Source: 2007 USDA Census of Agriculture, Illinois State Profile.

First scenario:

The first scenario provided state-only estimates with economic values compiled from each state's farmers and each state's consumption. A major finding was that the equivalent of cropland in one of Iowa's 99 counties (270,025 acres) would be needed to produce the partial-year demands of 28 fresh fruits and vegetables in the six-state region. Though some conversion may be necessary, the production of these 28 fruit and vegetable crops would not require extensive conversion of many acres currently dedicated to commodity production. The amount of Illinois acres for Scenario 1 is 69,387, which is just 0.3% of the state's 23.7 million acres of cropland.

An estimated increase in fruit and vegetable production in Illinois would mean:

- $988.6 million in retail sales for farmers from 28 crops.
- $263.9 million generated in farm-level sales.
- 2,600 farm-level jobs and $120.53 million in labor incomes (as compared to 635 jobs currently generated under corn and soybean production). The net job trade off per converted acre from fruit and vegetable production to corn and soybean production is 4 to 1.
- Estimated labor income per job would be $46,320 in Illinois.
- 420 fruit and vegetable establishments would be needed, requiring 2,887 jobs, if 50% of this production were marketed directly in-state.
- Jobs related to sales of 50% of the locally produced crops would produce a total of $91.1 million in labor income and $130.9 million in value-added.

Second scenario:

The second analysis evaluated individual counties within the six-state region and their capacity and potential to produce fresh fruits or vegetables, and was indifferent to state boundaries. The acres required for Scenario 2 are 49,596, which represents 0.2% percent of Illinois cropland.

To meet the demands for regional metro areas (which include Chicago, Peoria, Rockford, Quad Cities, and St. Louis for Illinois), increased fruit and vegetable production in Illinois would result in:

- $188.7 million in Illinois farm sales.
- $391.58 million generated in retail sales.
- 1,859 farm-level jobs (compared to 454 jobs currently generated from same acreage under soybean and corn production) requiring $86.1 million in labor income.
- Farmer-retail direct economic impact would generate an additional 2,287 jobs.

This study estimates the total value of fruit and vegetable production in each scenario, and does not account for existing production. To determine a net increase in jobs or labor incomes, additional research would be needed. Swenson noted that the region has the capacity to grow enough fruits and vegetables to reach targets outlined in the study. Scenario 2 is a much more realistic depiction of a potential producer-to-consumer relationship in space and in overall farm values.

The full report, "Selected Measures of the Economic Values of Increased Fruit and Vegetable Production and Consumption in the Upper Midwest," is on the Leopold Center web site at: www.leopold.iastate.edu/research/marketing_files/midwest.html

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For more information, contact:

- Karen Lehman, Fresh Taste, (312) 616-8000 x180, KarenL@cct.org
- Laura Miller, Leopold Center Communications, (515) 294-5272, lwmiller@iastate.edu
- Read the full report

Fresh Taste
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Illinois Local Food, Farms, and Jobs Council
"...making local farm or food products available to all Illinois citizens." Public Act 96-579

Immediate Release **April 28, 2010**

Major Study of Midwest Fruit and Vegetable Production Reveals Significant Potential for New Jobs and Increased Income in Illinois

Springfield, IL—The State of Illinois could gain more than 5400 jobs and over $988 million in retail sales through increased production and marketing of 28 types of fruits and vegetables for local consumption according to a major study of the economic potential of increased fruit and vegetable production in the upper Midwest.

The same analysis shows that if local fruit and vegetable production were focused on the state's nearby major metro areas, including St. Louis, the potential gain could be approximately 4,100 jobs and over $783 million in retail sales.

The study, done by the Leopold Center for Sustainable Agriculture at Iowa State University reveals that meeting our entire statewide need for fruits and vegetables would require only about 69,000 acres of land, or just 0.3 percent of the state's 23.7 million acres of cropland. Just under 50,000 acres would be needed for the urban center option.

The new findings were announced during a mid-day event at the Illinois State Library in Springfield as part of the Illinois Stewardship Alliance Local Food Day activities.

"Here in Illinois we understand the importance of farming and are proud of our rich agricultural history," said Governor Pat Quinn. "Markets that make fresh Illinois-grown produce available to families in every corner of our state help build the farms and local businesses that are so vital to the health of our economy."

"There would be nothing but winners in a statewide effort to greatly expand production of food for local consumption," said Jim Braun, Coordinator of the Illinois Local Food, Farms, and Jobs Council. The Council was created by legislation signed by Governor Quinn last summer to encourage local food production, infrastructure development, and purchasing of local products. "Farmers will enjoy larger incomes derived from expanded opportunity and new businesses will be needed to process, distribute, and market locally grown food. Consumers will enjoy the flavor, health benefits, and increased homeland security generated by the simple act of purchasing products that are local. "

The Leopold Center data on Illinois was one part of a larger analysis of the economic potential for expanded fruit and vegetable production in a six-state region of the upper Midwest. Indiana, Iowa, Michigan, Minnesota, and Wisconsin all showed economic and job potential similar to Illinois. The lead sponsor in Illinois was Fresh Taste, a collaboration of area funders encouraging diverse local agriculture and healthy eating in the Chicago region.

"We know that people want more, fresh, local food—consumer demand is there," said Karen Lehman of Fresh Taste. "What we are seeing now is important research that reveals the significant benefit that can come through modest changes in the way food is produced and sold in Illinois and throughout the Midwest."

The vast majority of agricultural production in Illinois is devoted to commodity crops. Corn and soybeans grow on approximately 21 million of the state's 23.7 million acres of cropland.

"Illinois' rich soils will produce an abundance of whatever is planted on them. Much of the land needed to meet the demand for locally grown fruits and vegetables could come from underutilized corners of farm fields, farmyards, and vacant lots in our rural and urban communities," said Tom Jennings, Director of the Illinois Department of Agriculture. "The benefits of adding this local food production to the state's economy would be enormous."

The Leopold Center report is the second major study in the last year to reveal the significant increase in jobs and income that Illinois could realize through expanded production of food for local consumption. A 2009 Report by the Illinois Local and Organic Food and Farm Task Force to the Illinois General Assembly stated that of the $48 billion spent by Illinoisans on food each year, only a tiny fraction is spent on food grown in Illinois. The report presented a strategy for greatly increasing Illinois-grown food that would trigger billions of dollars in economic activity and public health benefit.

The Leopold Center Study: Two Scenarios

The study explored two scenarios for the production and marketing of 28 fruits and vegetables on a scale large enough to meet demand in the upper Midwest. The first looked at the impact of meeting the needs of each state. The second explored the impact of meeting the needs of the major metropolitan areas of each state.

The statewide scenario estimated it would take approximately 69,300 acres, or about 0.3 percent of Illinois' cropland to satisfy current demand in Illinois for the 28 fruits and vegetables. This would generate an estimated $263.9 million in farm level sales and $988.6 million in retail sales. The scenario would create 2600 farm-level jobs paying $120.53 million in wages. Farmers directly selling 50 percent of that produce would generate an additional 2900 jobs and over $91 million in labor incomes.

The second scenario focused on fruit and vegetable production for major metro areas within and bordering Illinois. This fruit and vegetable production would result in more than $180 million in farm sales, $783 million in total retail sales, and an estimated 1,859 farm-level jobs paying $86.1

million in wages. Farmers directly selling half of that produce would generate an additional 2,287 jobs.

The Leopold Center study is the first multi-state study in the upper Midwest to examine the potential economic benefits of fruit and vegetable production on a scale that would meet the needs of consumers in each of the six states.

Contacts:

Karen Lehman, Fresh Taste 312-810-5540 karenl@cct.org

Ray Boyer, Boyer Media 312-330-6433 rayboyer@rboyer.com

Jim Braun, Illinois Local Food Farms and Jobs Council 515-229-2679
jbraun2525@yahoo.com

Leopold Center study:
http://www.leopold.iastate.edu/news/newsreleases/2010/033010_midwest.html

2009 Task Force Report to the Illinois General Assembly: www.foodfarmsjobs.org

Fresh Taste

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Illinois Local Food, Farms, and Jobs Council

"...making local farm or food products available to

all Illinois citizens." Public Act 96-579

April 27, 2010

Fresh Taste
April 2010

Media Advisory: **Major Study of Midwest Fruit and Vegetable Production Reveals Significant Potential for New Jobs and Increased Income in Illinois.**

The state of Illinois could gain more than 5400 jobs and over $998 million in retail sales through increased production and marketing of 28 types of fruits and vegetables for local consumption according to a major study of the economic potential of increased fruit and vegetable production in the upper Midwest. The same anlaysis shows that if local fruit and vegetable production were focused on the state's nearby major metropolitan areas, including St. Louis, the potential gain could be approximately 4100 jobs and over $738 million in retail sales. The study, done by the Leopold Center fo Sustainable Agriculture at Iowa State University reveals that meeting the entire statewide need in Illinois for fruits and vegetables would require only about 69,000 acres of land, or just 0.3 percent of the state 23.7 million acres of farmland. Just under 50,000 acres would be needed for the urban center option.

Where: **The Illinois State Library Room 203-204 as part of the Local Food Day activities of the Illinois Stewardship Alliance. (300 South 2nd Street, Springfield)**

When: **Thursday, April 28, 2010 11am to 1pm (Box lunch provided)**

Who: **Jim Braun, Coordinator of Illinois Local Food, Farms, and Jobs Council and Bruce Karmazin, Director, The Lumpkin Family Foundation, representing Fresh Taste, a collaboration of funders encouraging diverse local agriculture and healthy eating in the Chicago region.**

Contact: **Jim Braun, Illinois Local Food, Farms, and Jobs Council 515-229-2679**

Ray Boyer, Boyer Media 312-330-6433

###

I am a former board member of The Talking Farm and a member of the Evanston Food Policy Council. I have read the plan and applaud the entire section on food, and want to comment on the sections at the bottom of this email*

Having been an active volunteer, I have seen both the rewards of the work accomplished and the burn out. I propose to add to the mission to work with local universities and school systems and for profit businesses to find ways to join in this program.

for example:

--encourage schools to add food issues into current curriculum.
--encourage schools to set aside some land for food production
--add food studies to all colleges and universities to study all aspects of food from soil to distribution; quality to local availability, etc.
--get businesses to :give employees incentives to eat healthy, (as: reduced health insurance premiums or extra time off); start small farmettes on business campuses for employees; bring in speakers and media to educate employees about food and diet; etc.
--have a fund to pay for those with expert knowledge to come and share that information
--support a food film festival as a way to educate citizens. there are a plethora of them and some are excellent. Bring this to all neighborhoods or schools

Some of this is included in the plan. I wanted to expand the ideas so we can reach people in their daily lives and incorporate a better standard of growing and eating for the health of living beings.

Thank you for the opportunity to express my thoughts.

*Provide training and information sharing Universities, other education and training providers, philanthropic
Local food training and technical assistance programs for farmers and laborers should be provided to assist in the transition to local food production. These should be linked with workforce development programs. Sustainable and conservation oriented farming techniques should be particular focuses. Also, information sharing between practitioners on a variety of local food topics, including food waste reduction, processing, and reuse, should be encouraged. Develop comprehensive information resources for farmers, distributors, and retailers to connect producers and distributors. Provide technical assistance to incorporate local food systems in comprehensive plans and ordinances CMAP, municipalities, nonprofits
Assist government officials and planners to incorporate local foods into comprehensive plans and ordinances. Technical assistance should accommodate the full spectrum of local food production from community gardens to commercial farm operations, and could include activities such as removing barriers to local food distribution or designating certain zones for permitted small-scale food production.

Carole Mark
carolemark@mac.com

Erin Aleman

From: Lehman, Karen [karenl@cct.org]
Sent: Wednesday, August 04, 2010 11:55 AM
To: Lee Deuben
Cc: Info; 'atalbott@cmap.illinois.gov'
Subject: FW: comments on food system section
Attachments: pres_SAFSF_100617.pdf

Hello all,

I posted the following comment to the public comment site on the web, but wanted to add a few things for the staff, which can be found at the end of the public comment:

Thanks to CMAP for making food system planning a top priority in the GO TO 2040 plan. I think all of the recommendations are on target. My comments are intended to provide additional support for the overall concept and to encourage collaboration in the greater Chicago "foodshed" (a term that describes where our food could come from if it were produced locally), which includes parts of other states. Imagine a circle with Chicago in the center extending out 150 or 200 miles.

Recently, United Health Care, one of the nation's largest health insurance providers, contracted with MIT to find the root causes of the diseases that were most stressing the healthcare system, such as diabetes, hypertension and other cardiovascular diseases, and then to design a solution. Much to their surprise, MIT concluded that the way to reduce these diseases was to change the food system—and not simply to get more fruits and vegetables into our diets, but to develop regional food systems. That is exactly what CMAP, and the organization I direct, Fresh Taste, are proposing to do.

By working with neighboring metropolitan planning organizations like the Northwest Indiana Regional Planning Commission, and the Southwest Michigan Regional Planning Council, CMAP has already begun to extend the learning acquired through the GO TO 2040 planning process to other contiguous regions. This can only help accelerate effective planning and regional food system development. The Leopold Center for Sustainable Agriculture at Iowa State has found that the most energy efficient food transportation systems are regional, not local. At Fresh Taste, we are prioritizing the development of regional food hubs where food is produced, aggregated, and minimally processed before being distributed throughout the region. CMAP's plan implicitly supports such a strategy, and further work may benefit from greater emphasis on regional food production hubs.

Just to add something, I think you did a phenomenal job integrating the food system work into the larger document. It makes total sense. I am simply going back to one of my earlier comments as the draft was progressing, that we need to focus on the "value chains," or the relationships between farmers, processors, distributors, and sellers to ensure that benefits are extended throughout the chain. We want to see more local ownership, and our policies can influence that. The state of Vermont, for example, is promoting mobile slaughter facilities, and went so far as to buy one to make available to farmers. (I have to say I'm not sure how that's working, but it's a start).

The field has actually advanced quite a bit since the report was written. USDA now has a staff person dedicated to working on food hubs. Pam Martin and Julia Govis at University of Chicago, who have been doing a foodshed mapping project, have been invited out to meet with them. (I understand they just met with you, so you know all about that.) MIT's work was just released, and they and United Health Care are going to try to do some pilots in major metropolitan areas, one of which could be Chicago. I've attached their materials for you to use as you see fit.

I think there could be another recommendation between "Continue and Expand farmland protection" and "encourage revisions of federal policy to promote local food." It would look something like this:

Promote regional production and distribution hubs throughout the region and in contiguous states	USDA Rural Development, philanthropy, state agencies, nonprofits, MPOs, county governments	To be sustainable and provide the most economic benefits to the region, regional food systems need to be built from food production "hubs" where products can be aggregated and processed and then distributed efficiently. These could be within single or multi-county areas with larger concentrations of farmers producing for local markets. This requires collaboration among all levels of government to harmonize policies to promote food hub development, and among foundations, investors, and government agencies to increase financial support for businesses in the hubs.

I'd be happy to talk with you further. Again, great job with this! It's a real contribution to the field.

Best,

Karen

I check email twice per day at 11:00 AM and 3:30 PM CDT. If you need me to respond to something immediately, please feel free to call. Thanks for helping me give you my best thinking!

Karen Lehman
Director
Fresh Taste
111 E. Wacker, Suite 1400
Chicago, IL 60601
312-616-8000 ext. 180
312-810-5540 cell

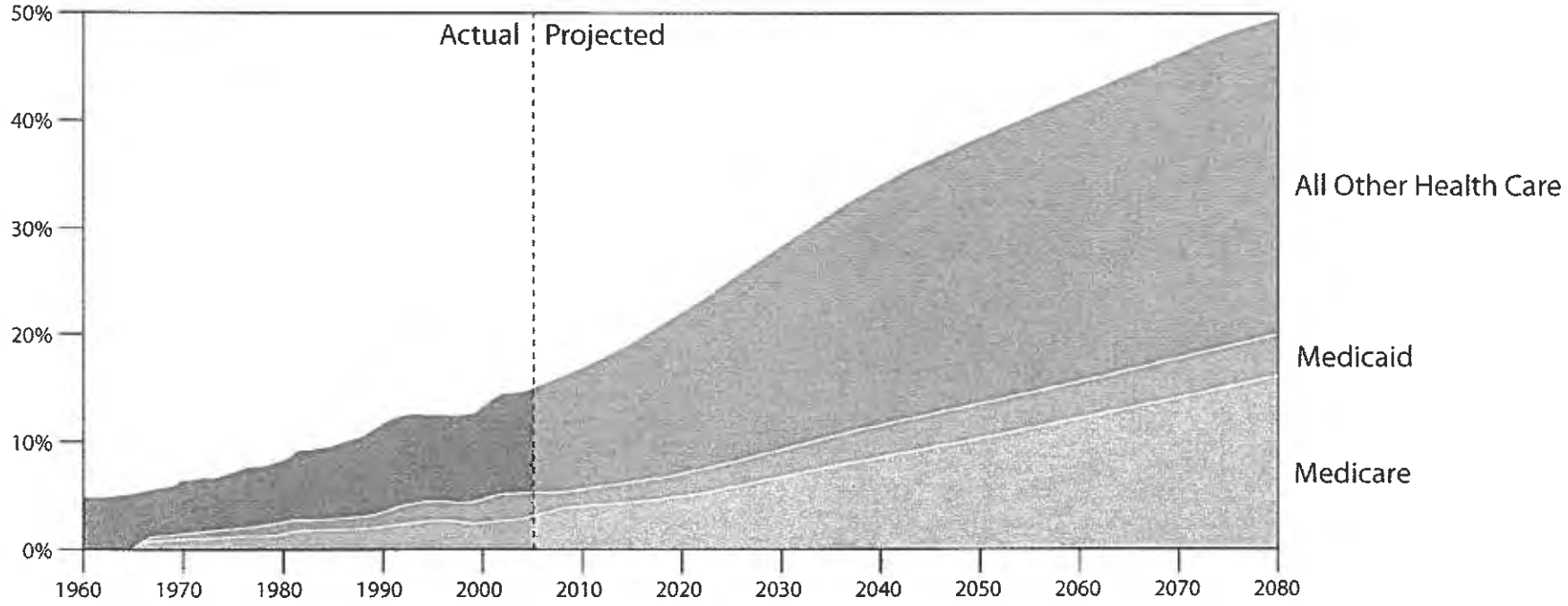
Refocusing the Food System

Project Team

Urban Design Lab:
Richard Plunz
Michael Conard
Kubi Ackerman

Collaborative Initiatives at MIT:
Tenley Albright
Kenneth Kaplan
Eleanor Carlough

Health care spending as percentage of U.S. GDP, 1960 - 2080

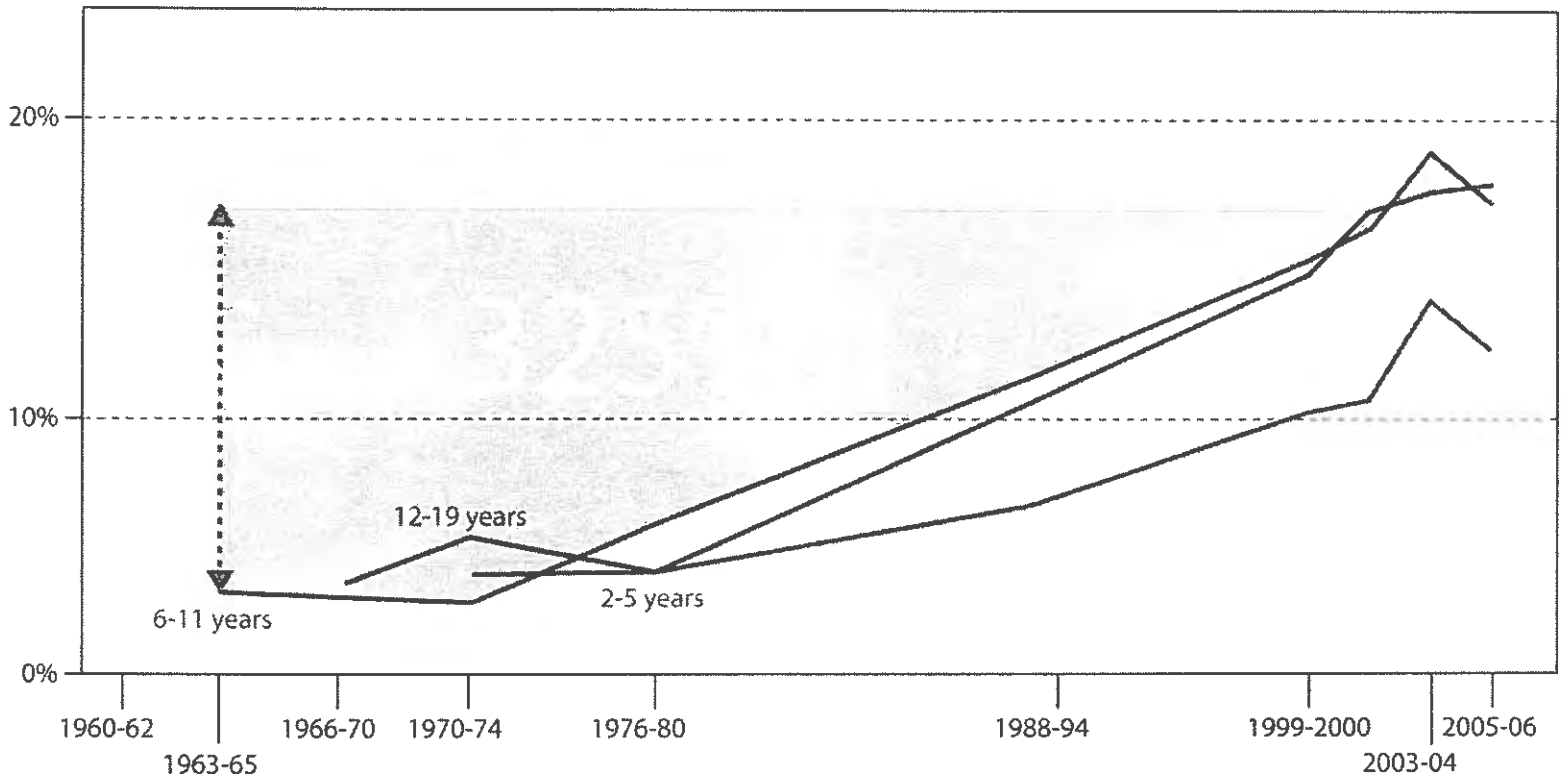


In 2006, the total cost of obesity in the United States was estimated to be $147 billion

Sources: Congress of the United States Congressional Budget Office, 2007. "The Long Term Outlook for Health Care Spending." and CDC.

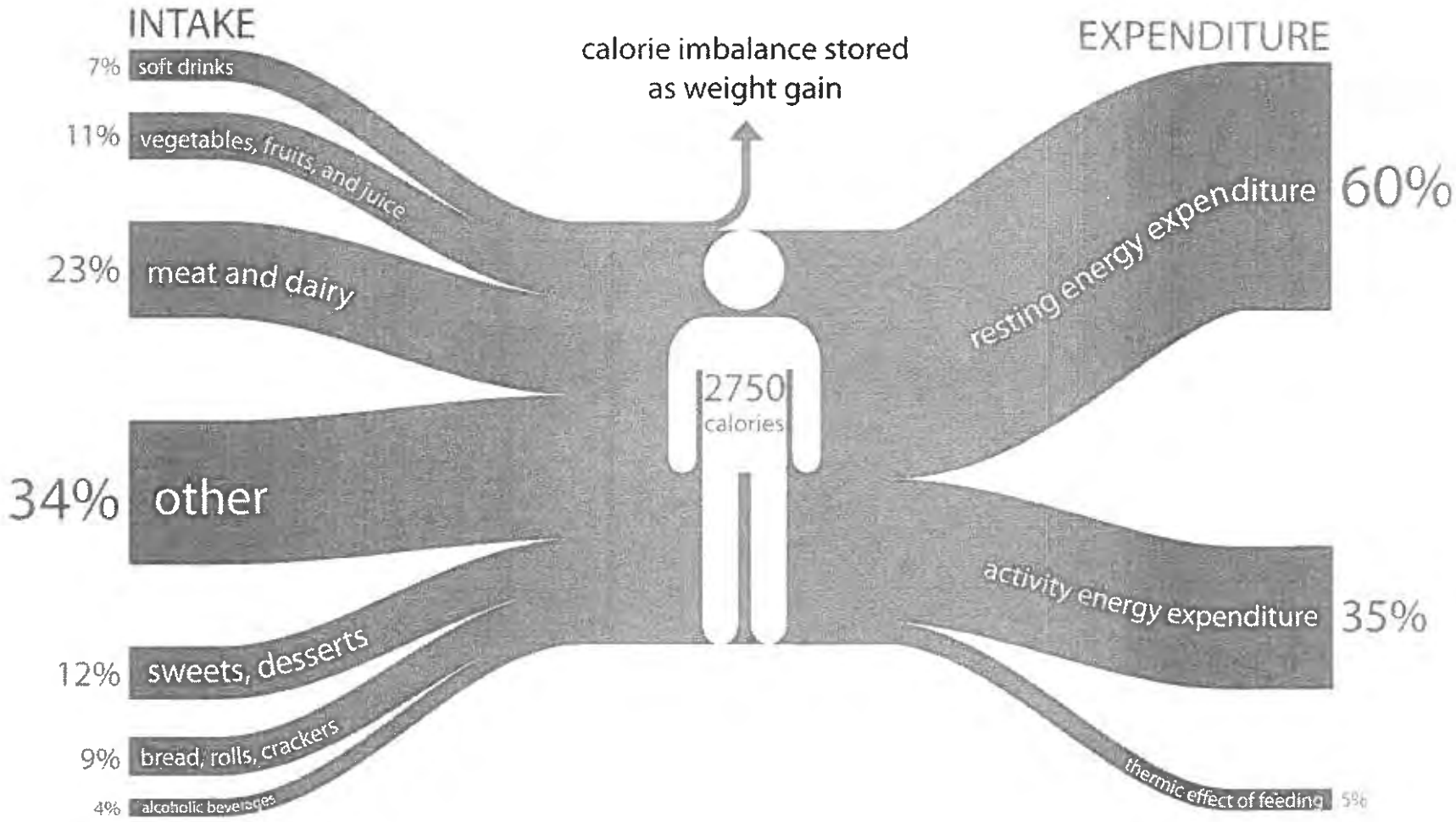
Graphic: Urban Design Lab Team

Childhood Obesity Prevalence, 1963 - 2006

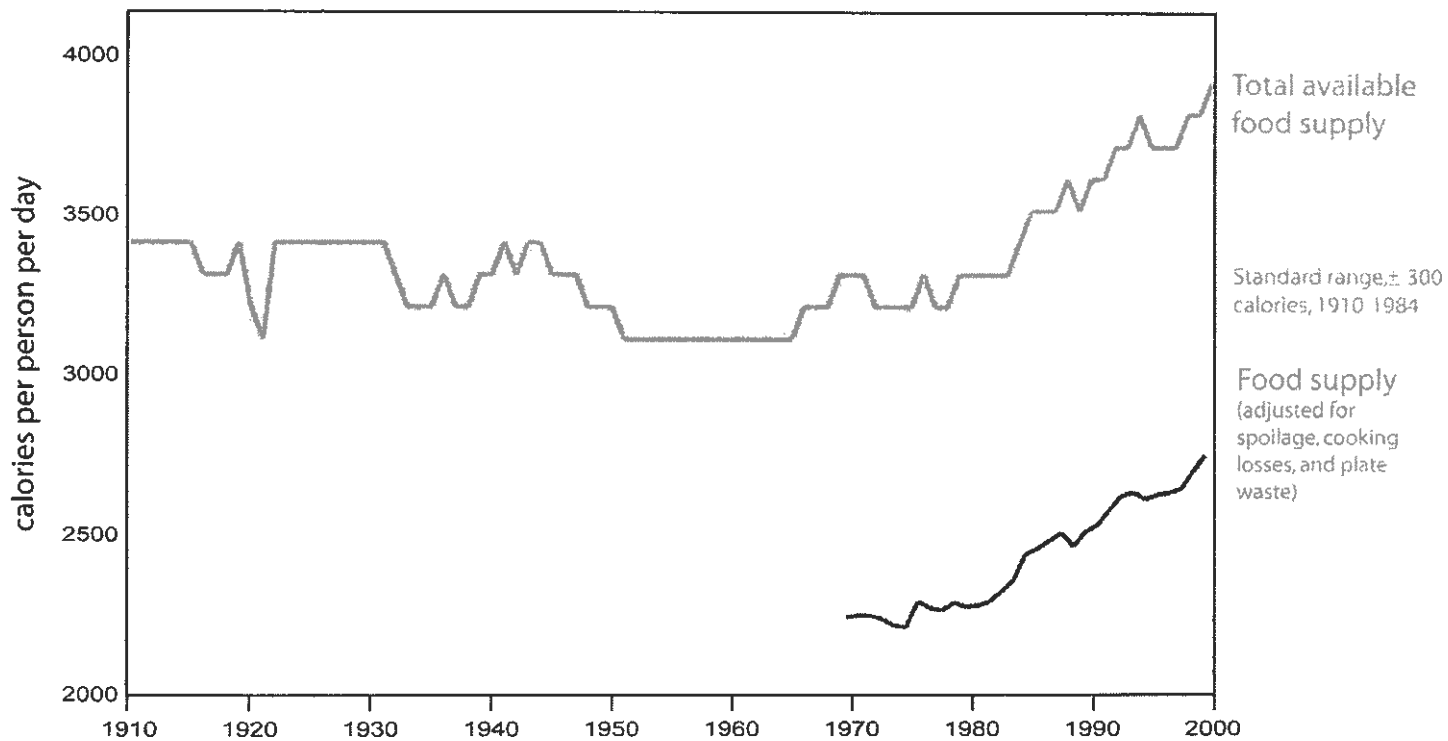


Source: CDC NHANES Data

Refocusing the Food System



Total per capita calorie availability in the U.S.

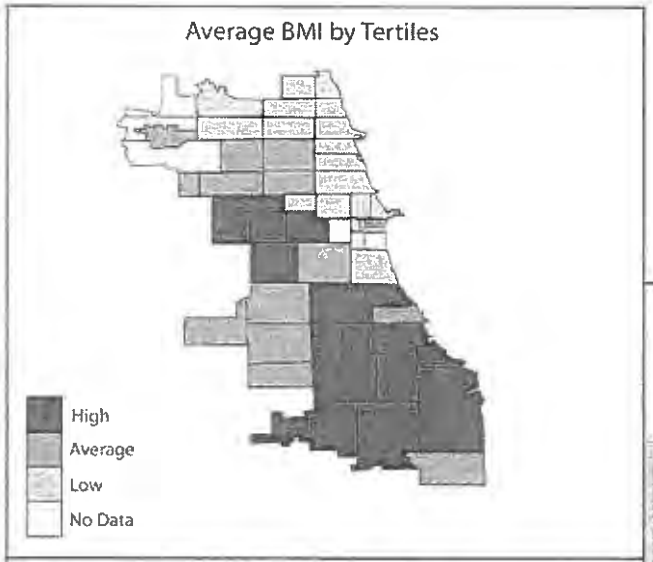


Source: Putnam, Allshouse, Kantor, 2002. "U.S. per capita food supply trends."

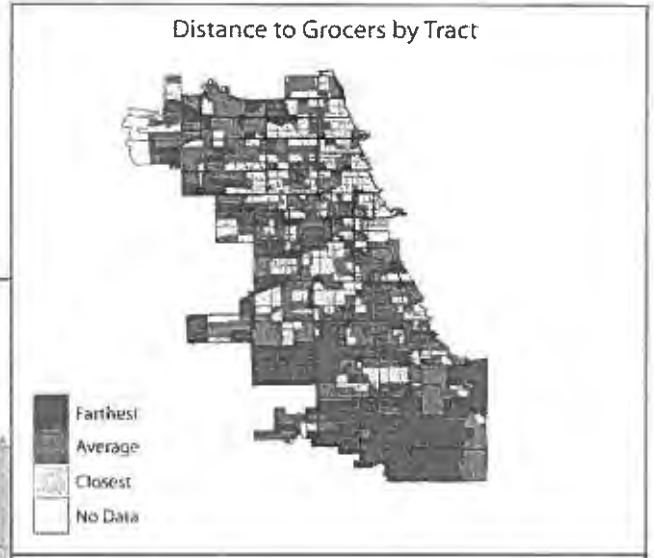
Graphic: Urban Design Lab Team

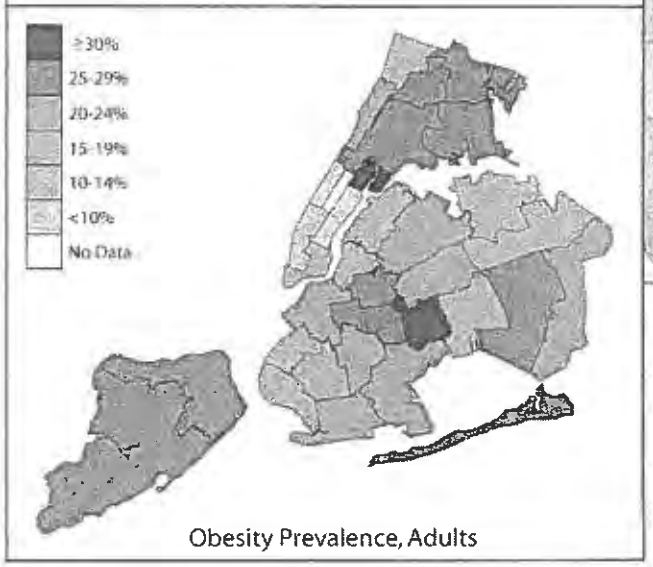
Refocusing the Food System

Obesity in Chicago

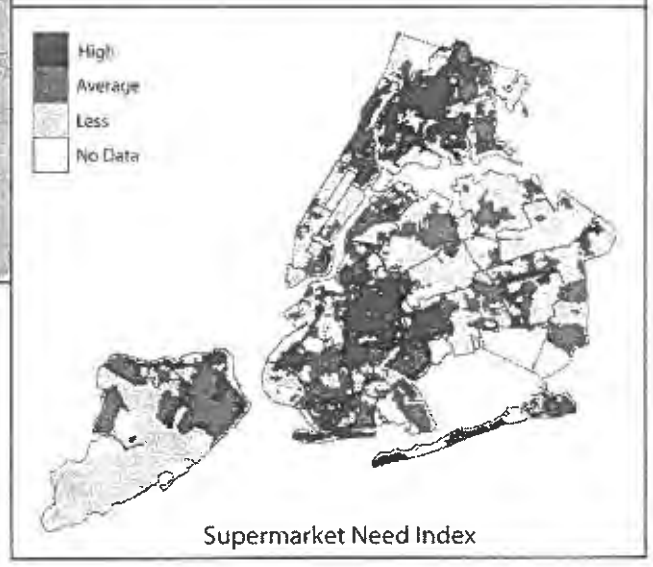


Food Access in Chicago





Obesity in New York City

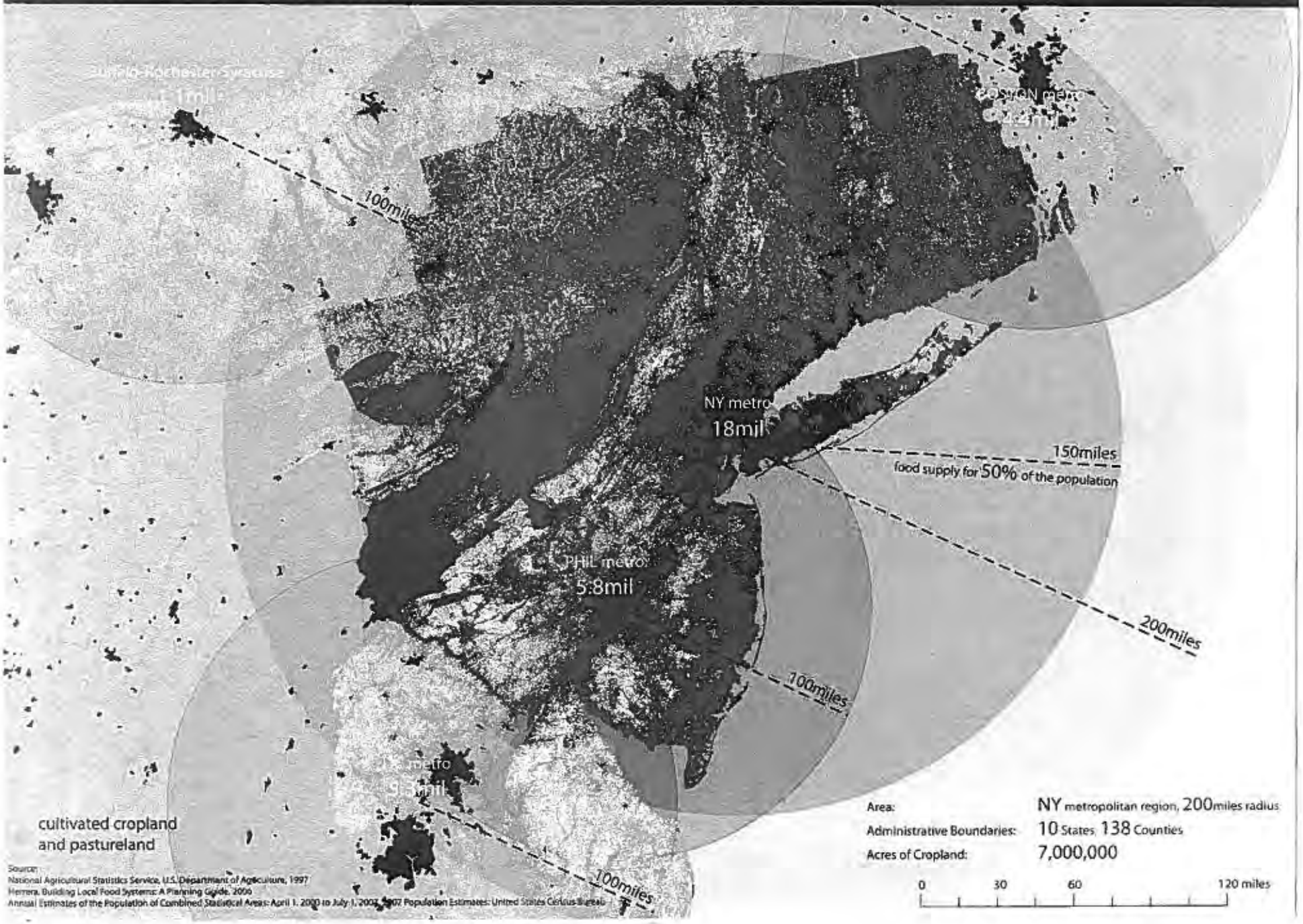


Food Access New York City

Sources: New York City Department of Health and Mental Hygiene. *NYC Vital Signs.* November 2005 Volume 4, No.2. p.2; Gallagher, Mari. *Examining the impact of food deserts on public health in Chicago.* Mari Gallagher Research & Consulting Group. 2006.; Housing, Economic and Infrastructure Planning, Department of City Planning. Presentation: *Going to Market: New York City's Neighborhood Grocery Store and Supermarket Shortage.* April 21, 2008.

Manhattan Supermarket Sales

Refocusing the Food System



Source:
National Agricultural Statistics Service, U.S. Department of Agriculture, 1997
Herrera, Building Local Food Systems: A Planning Guide, 2006
Annual Estimates of the Population of Combined Statistical Areas: April 1, 2000 to July 1, 2007, 2007 Population Estimates: United States Census Bureau

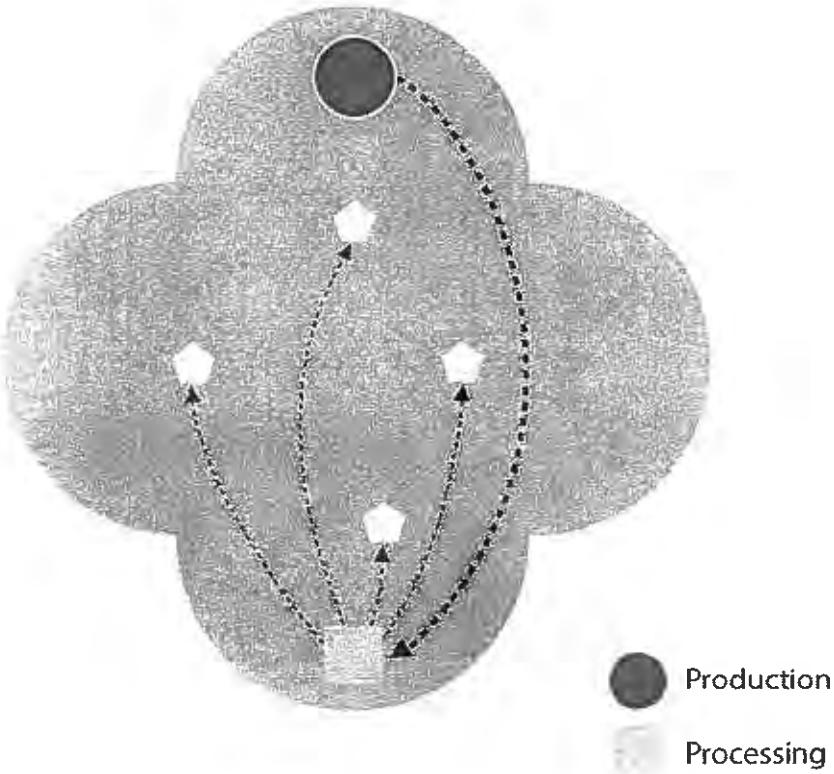
Refocusing the Food System

With the support of United Healthcare, MIT and Columbia researchers determine an essential key to challenging Childhood Obesity Epidemic is Food System reform.

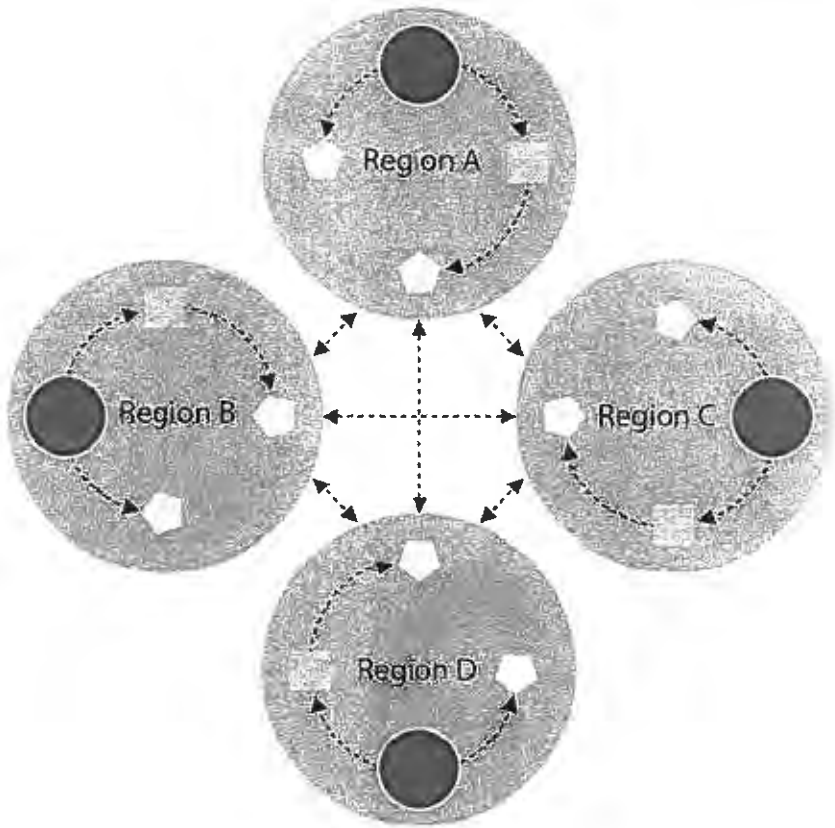
Current Food System		Need for Food System Reform
A	+ **B**	= **C**
Availability Roadblocks	**Structural Roadblocks**	**National Integrated Regional Food System**
Affordability	Transportation Infrastructure	New economic models
Access	Retail Models	New retail models
	Supply Chain Development	New production models
	Adequate Healthy Food Supply	New processing models
		New transportation models
		New education models

Refocusing the Food System – Conceptual Model

CURRENT MODEL



INTEGRATED REGIONAL FOODSHEDS MODEL



# of regions is arbitrary for illustrative purposes - actual distribution and definition of U.S. foodsheds to be determined

Increase Healthy Food Production
Localize Processing Capacity
Decrease Transportation Costs
Increase Healthy Food Retail
Maximize Local Resources

=

Increase Access
Increase Affordability
Increase Quality

Erin Aleman

From: Amy Talbot
Sent: Tuesday, August 03, 2010 11:06 AM
To: Erin Aleman
Subject: FW: FW: Regional Local Food Policy-Comments Requested

Food comments

From: ryankimura@gmail.com [mailto:ryankimura@gmail.com] **On Behalf Of** Ryan Kimura
Sent: Tuesday, August 03, 2010 10:47 AM
To: Amy Talbot
Cc: Amy Cox
Subject: Re: FW: Regional Local Food Policy-Comments Requested

Hi Amy,
Thank you for reaching out and sorry for the delay - I am familiar with the plan and appreciate the opportunity to provide comments. Slow Food is always looking for valuable partnerships and ways to create greater impact via the food systems in our region.

I've read the report and, in general, am very pleased. It is clear that you've built on previous work from Chicago area leaders and the CFPAC report. With the assumption that you are looking for comments on omissions or corrections, rather than on relevancy or accuracy of current material, some thoughts include:

1. The third major point in the section, about educating and training public officials and other groups, is very important and probably most relevant from a policy perspective. Ordinances, zoning, and other public health regulations make a difficult business environment for local food-based businesses currently. See example one and two. There is an action item included to cover this as an "Implementation Action area", but it may be prudent to be more specific about creating a guide for businesses to successfully navigate city, state, or county regulations.

2. Has any consideration been considered toward development of a composting network? There is plenty of mention in the report about brown field revitalization and open space development in support for urban farms, however, the collection and disbursement of food waste is an important part of the sustainable life for an urban farm.

Obviously, our organization is interested in helping provide details or further assistance as needed for the plan and implementation. Thanks!

Ryan

On Thu, Jul 22, 2010 at 11:51 AM, Amy Talbot <ATalbot@cmap.illinois.gov> wrote:

Hi Ryan,

Hope you are well. I would be happy to talk with you about our draft plan (information below) at your convenience.

CMAP Go to 2040 Plan
Promote Sustainable Local Food

Comments from The Talking Farm
Approved by The Talking Farm Board on July 30, 2010

Based on our July 7, 2010 meeting with Amy Talbot, CMAP Planner, The Talking Farm Board of Directors is pleased to present comments regarding Livable Communities Key Recommendation #4: Promote Sustainable Local Food. The July 7 meeting was attended by: Karen Terry (Vice President); Jeff Merrell (Secretary); William Moss (board member since 2007); Leigha Kinnear (board member since 2010); Debbie Hillman (founding board member); and Judy Mendel (Administrative Manager). These comments reflect the collective wisdom of the entire board representing The Talking Farm as a nonprofit organization intent on being an active catalyst for regional change in the production and appreciation of locally grown foods. Individual board members, all of whom are experts in various fields as well as enthusiasts for local foods and food system issues, may also comment separately and/or in more detail. The Talking Farm board offers these comments as general support and broad direction during the implementation of CMAP Go to 2040.

1. First and foremost, we commend the leadership and staff of CMAP for so thoughtfully establishing sustainable local food production and access as a foundation of livable communities. We believe that your decision to include food and food systems as an explicit element of the Go To 2040 regional plan is a powerful and forward-thinking action that will effect positive regional change.

2. We endorse all of the action plans as consonant with the mission of The Talking Farm: To cultivate healthy, sustainable communities by supporting the production and appreciation of locally grown food. As outlined in the three areas of the draft document, these action items are:

- Facilitate Sustainable Local Food Production
- Increase Access to Fresh, Affordable and Healthy Foods
- Increase Data, Research, Training and Information Sharing

3. Within the food production and information sharing areas we see three additional high-leverage opportunities for CMAP.

a. Create model ordinances for municipalities and other government entities.
Urban farming and local food system issues are a new area of endeavor for urban and suburban populations. CMAP is in a unique position to facilitate technical assistance in the form of model ordinances that remove obstacles to increasing food production and processing in the region's municipalities and other government entities whose rules and regulations might impact the viability of various types of local food projects.

This activity could be added to the "Support urban agriculture as a source of local food" Action in Action Area #1 - Facilitate Sustainable Local Food Production.

b. Sponsor or co-sponsor an annual local foods planning conference.
We see CMAP as also being in a unique position to sponsor or co-sponsor a regional conference that brings together public, nonprofit, and private sector organizations working on local foods issues. In our view, this conference would strengthen relationships across the network of stakeholders each working on these issues; provide a forum for effective information sharing; and

focus organizations on working more collaboratively to make real progress year-to-year. In addition, outcomes from the conference could inform the type of technical assistance CMAP and regional nonprofits provide to achieve the outcomes envisioned in Go To 2040.

This activity builds off of the Action "Build regional nonprofit capacity for local foods systems" outlined in Action Area #3 - Increase Data, Research, Training and Information Sharing.

c. Improve data on local food production, needs, and progress by piloting new models.
We applaud CMAP's explicit desire to "be the central repository for local food data" (p144) as part of its Regional Indicators Project. This would be of tremendous value to stakeholders such as The Talking Farm. However, we note that there is a significant need to define and implement *new* measures and data gathering practices to address the food production and access issues outlined in Go To 2040.

For example: What qualifies as a "farm" in an urban setting where land available for food production may be measured in square feet rather than acres -- and how do you capture production of those sites? How do you assess the quality of fruits and vegetables -- not just the quantity -- accessible via local grocery stores? How is the sustainability component of "Promote Sustainable Local Food" measured? CMAP's data gathering and research efforts should therefore also include actively defining, piloting, and assessing new ways to answer these types of questions at the regional level.

This piloting activity can be added to the Action "Improve data and research on local food production and needs" in Action Area #3.

4. We thank you again for the opportunity to actively engage in this process. It is encouraging to know that we live in a region with such a compelling vision for its future.

The Talking Farm Board
Kay Branz - President
Karen Terry - Vice President
Max Grebenschikov - Treasurer
Jeff Merrell - Secretary
Patsy Benveniste
Sharon Gries
Debbie Hillman
Leigha Kinnear
Linda Kruhmin
William Moss
The Talking Farm Administrative Manager: Judy Mendel

The Talking Farm
625 Madison St.
Evanston, IL 60202
847/425-5125

Mailing address:
P.O. Box 6329
Evanston, IL 60204

From: Hill, Janice [mailto:hilljanice@co.kane.il.us]
Sent: Friday, July 16, 2010 2:51 PM
To: Amy Talbot
Cc: VanKerkhoff, Mark
Subject: RE: Food Chapter

Hi Amy
Thanks so much for your patience in getting my comments on the food chapter. Unfortunately I won't be at the CMAP open house next week, as I am on vacation. The food chapter is very well done – congratulations. I also spoke with Lenore Beyer-Clow about these suggestions and Openlands concurs as well with the following comments.

I think the relationship between local foods and agricultural preservation cannot be too strongly stated. It is important to note that in order to provide for more local production, jurisdictions must both remove regulatory impediments and add new policy and regulations to support land uses that both allow and protect uses such as community gardens, commercial urban production, and smaller specialty production in suburban locations. Methods to overcome the impediments of production, processing and distribution are important to note for further research by CMAP and local jurisdictions. I believe there is mention of linking food access policy with transportation (transit and walkability). This concept could be expanded for better Livability and Sustainability.

I also recommend that CMAP recommend integrated the topic of Food Policy into Sustainability Plans and Sustainable Comprehensive Plans created at the County, Township and Municipal levels. American Planning Association explores this topic in *A Planners Guide To Community and Regional Planning: Transforming Food Environments, Facilitating Healthy Eating.* Kimberly Hodgson is the best contact at APA's Planning and Community Health Research Center.

I also reviewed the draft document entitled Key Recommendation: Achieve Greater Livability through Land Use and Housing. CMAP's definition of Livability emphasizes reinvestment, mixed uses, walkability, environmental protection, etc. for community. I recommend this definition be expanded to include local food production, specifically community gardens and urban agricultural for healthy communities. There is mention of the open space and natural resource protection for livability, but the topic of food is not addressed. There can be acknowledgment of the increasing trend of planned residential farm development such as Serosun in Kane County or White Stable Vineyard in Lake County. The Washington Post on March 25, 2010 ran an article entitle Developers bet the organic farm, which states there are several hundred such projects planned around the country.

Thank you for your consideration on these items. I look forward all of us working together on these topics. Janice

Bob Heuer
Public Policy & Marketing Consultant
1422 Ashland Ave.
Evanston, IL 60201
office: 847-328-9771
cell: 847-927-9770
rjheuer@comcast.net

As is true with MPOs nationwide, CMAP is discovering the strategic importance of food, farming and agriculture. The effectiveness of the CMAP strategy will be a function of your ability to convene all segments of agriculture.

I suggest that a more practical objective than "promoting sustainable local foods" would be to promote a diversified farm economy throughout the seven-county region. Addressing the concerns of all farming segments will result in a more favorable farm business climate—including the relatively small market segment of local food.

Let me give you an example of what I mean. If I recall correctly, you'd like to see 40,000 acres of regional farmland producing local food in 30 years. That's a land mass about the same size as a quarter of the city of Chicago. I didn't read the entire plan. Do you have any strategies in the works to address the concerns of the overall seven-county farm economy which today accounts for a land mass more than five times the city of Chicago?

I don't get the impression that conventional ag groups have been very proactive in helping CMAP understand their view on what constitutes a farm-friendly business environment. I'm interested in discussing what CMAP is doing—or could do—to get all of agriculture fully engaged in the regional planning process.

From: Daniel Block [mailto:danielblock@sbcglobal.net]
Sent: Thursday, July 01, 2010 10:09 AM
To: Amy Talbot
Subject: Re: CMAP DRAFT PLAN RELEASED

Hi Amy:

The map and the sources look good.

Note that I am updating the data, and hopefully will have a new map by the fall, which would be more up to date (and probably quite different in certain areas, such as Kane COunty, where there are many new stores.

I would change this in two ways. First I would add "and suburban" after "low-income urban". Low income suburban communities, such as North Chicago, are also often food deserts.

Also, I might add either "African-American" or "minority" here, perhaps after "low income." Race alone is in the Chicago area a better predictor of the location of food deserts than income alone.

Finally, you might want to mention (as I think was happening in northeastern Kane COunty at the time), that sometimes new store development does not keep pace with residential development. This is often a temporary phenomenon.

-Danny

From: Deanna_Glosser@comcast.net [mailto:Deanna_Glosser@comcast.net]
Sent: Friday, July 30, 2010 10:14 AM
To: Amy Talbot
Subject: Comments on the Local Food section

I was not sure whether I should send my comments directly to you or through more formal channels. I will send these thoughts to you now but let me know if I need to send them elsewhere.

First, I want to say how excited I am that this section on Sustainable Local Food is included as a major issue for CMAP and the region. You covered so many exciting topics. Most of my comments or questions are minor. There are two major issues I am addressing in these comments - one is the distinction between commodity crop production and food production and the need to address processing of food as well as production.

Page 133, 3rd paragraph: The last sentence refers to the two different policy issues - that people need access to "fresh, nutritious, affordable food no matter where it is produced". While this is true, I would add "safe" to the list of important attributes - this puts some limits on "where food is produced" because of concerns with pesticides or unhealthy food additives. I fully agree that "local" foods cannot meet the needs of everyone, but food imported from some countries may be of questionable quality.

Page 135, 1st paragraph - The first second full sentence refers to the the relationship between the "distance to the nearest grocer" to cancer and other diseases. While it is assumed that these correlations occur when the distance is *greater*, it might help to explicitly state this.

Some of my comments relate to the reference to "food" production when I am not sure if "food" is truly meant or the non-food commodity crops mostly grown in Illinois. Groups like the Farm Bureau like to refer to Illinois being the "bread basket" of the world, which of course is not true, unless you count high fructose sugar and all sorts of food additives. I always try to make the distinction beteen actual food production and what is mostly grown in Illinois, although I know this is sometimes difficult to do.

Page 136, 2nd full paragraph - I like the distinction in the third paragraph between having the space for commodity crop agriculture and local food production.

Page 136, last paragraph - Reference is made to a recent study indicating that "food production" is responsible for 83% of CO2 emissions. Is *food* production actually responsible for these emissions or all of agriculture? As much corn, soybeans, and wheat that is grown in this country, much of which does not end up in our food chain as fresh, healthy foods, I wonder how only food production could result on such a large % of CO2 emissions - leaving only 17% for commodity crops.

Page 138, 1st paragraph - The sentence that refers to farmers growing more "food" than ever before is partially true - US farmers certainly raise more outputs than ever before, but at least in the midwest, little of this ends up on the table as edible food. I am not sure how I would recommend wording it since certainly overall, including global production of fruits and vegetables, food production has increases. I just hate to leave the impression that industrial agriculture is producing primarily food.

Page 139, 1st paragraph - In the first sentence, reference is made to "small farms". It might be good to include the size that is included in this 7% increase. Many local producers are working on very small acreage - but some in the food system world worry about the "middle" sized farms of 50-500 acres, which offers a different set of issues.

Page 139 - Second paragraph - I like the distinction of the 76,000 famers in Illinois, that only several hundred produce food for local markets. Does the average age figure apply to the larger pool of 76,000? I don't know if the figures exist anywhere but wonder if the people entering the local food production business are younger than the average for industrial agriculture.

Page 140, 1st paragraph under Indicators - what metrics exist for the production indicator? Is it posible to track the number of CSAs, community gardens, famrers markets, etc.? I wonder if one of the other regional food policy councils might track this. Am not sure how these numbers would be gathered but they would be excellent measures of progress.

Page 141, 1st paragraph under Recommendations - the last sentence refers to a report by other groups that contain recommendations. It was not clear but is CMAP suggesting that the recommendations in this document are endorsed by CMAP?

Page 142, first full paragraph - the blurring of the distinction between farmland preservation as typically conceived - protecting vast acreage for corn and soybean production - and acreage for local food production. You make the point that Kane County's excellent farmland preservation effort is not focused on food production, which is good. I guess I would make it clearer that ty farmland preservation programs in place in NE IL are being effective in preserving land for commodity crop production - which can benefit food production at some point. I know this is dicey because the ag community can be sensitive to this distinction. I worked on the comp plan for a largely agricultural county in Illinois and they did not like separating food crops from commodity crops - they preferred continuing the myth that they are producing "food".

Page 142, 2nd full paragraph - Federal food production and processing standards, which is good, but I wonder if production needs to be addressed more thoroughly. I know from local producers around here that finding appropriate - *non industrial* - type processing plants is impossible. This can also be an economic issue for communities as well. I believe that Sioux City, Iowa was focusing on being a center for organic food processing. Can more be said about this?

Page 144 - I like the recommendations here for a regional food policy organization be formed - and that CMAP be the repository for local food data. Can CMAP help identify strategies for integrating food systems into economic development plans? There is a lot of research that has demonstrated the value of local food production to local economies (and processing would add more). Maybe CMAP could take the lead on spreading the word about this aspect of the food system.

Page 145 - I also like the recommendation that CMAP help integrate food systems into local comp plans - and the reference to the APA policy guide. Could you include the web site so people could access this policy guide? http://www.planning.org/policy/guides/adopted/food.htm

Page 147 - Two comments on the table:
The first action item - can counties be added to the Implementers column? I think county governments would/could support urban agriculture as a source of food - or is this assuming that counties typically deal with more rural areas?

Second action item refers to the protection of farmland protection programs - can this be framed to refer to local food production, either now or in the future?

Last comment - finally! Page 150, 4th paragraph - There are hard figures that might strengthen points being made in this paragraph. Ken Meter, Crossroad Resource Center, does a lot of research in this area - maybe figures are available on the CRC web site: http://www.crcworks.org/.

Thank you for providing me the opportunity of reviewing this section of CMAP's Go To 2040 Plan. You have done an excellent job of framing this issue - for the first time as a regional planning commission in Illinois! My comments are mostly minor and not meant to be critical at all - this is a well-done and much-needed component of the regional comp plan.

If you have any questions about my comments, please do not hesitate to contact me.

Deanna Glosser, Ph.D.
Environmental Planning Solutions, Inc.
22 Hollyhock Drive
Riverton, IL 62561
Phone: 217-629-8949
Fax: 217-629-7095
Email: Deanna_Glosser@comcast.net
Web Site: www.epsi1.com

"A vision without a task is but a dream; a task without vision is drudgery; a vision with a task is the hope of the world."
(Inscription on a church in Sussex, England, 1730)

Debbie Hillman [mailto:dlhillman@sbcglobal.net]
Tuesday, July 13, 2010 1:45 PM
ny Talbot
n Aleman; Jessica Simoncelli; Jeff Merrell
ct: Re: CMAP Meeting Followup

Hillman, Co-Coordinator
.ocal Food & Farms Coalition
ɜrson, Evanston Food Policy Council
3-7175
ıan@sbcglobal.net

r edits to CMAP Go to 2040 - food section

last paragraph

ıe: Change "Local" to "Illinois" ("Illinois Food, Farms, and Jobs Act")

ıe: Change 2023 to 2020

here's a nuanced understanding of the procurement goals in the Illinois Food, Farms, and ıct:

are actually TWO goals, one for state agencies (20% by 2020) and another for state-
l institutions, such as schools (10% by 2020). I don't know how important that distinction

2nd paragraph

ıe Change "supermarket projects" to "grocery store projects"

ıe Change "supermarket" to "grocery store"

1st paragraph

ıe: capitalize "Extension" (maybe should read "University Extension offices")

last line: change "describes" to "described" ("organization described above")

p. 147 (last box) Change "Local" to "Illinois" to read:

"In line with the 2009 Illinois Food, Farms, and Jobs Act....."

p. 148 fresh food financing initiatives

Specifics: change "supermarket projects" to "grocery store projects" or "fresh food projects"

p. 150 3rd paragraph

1st line: Change "Local" to "Illinois" ("Illinois Food, Farms, and Jobs Act")

Illinois Food, Farms, and Jobs Act: terminology

To clarify all the different names related to IFFJA:

Illinois Food, Farms, and Jobs Act of 2007

created

Illinois Local and Organic Food and Farm Task Force (ended in Dec. 2009)

which wrote the report

"Local Food, Farms, and Jobs: Growing the Illinois Economy"

and wrote

Illinois Food, Farms, and Jobs Act of 2009

which created the permanent state body (a stand-alone non-profit)

Illinois Local Food, Farms, and Jobs Council

which had its first meeting in March 2010.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

AUG 0 6 2010

REPLY TO THE ATTENTION OF:

mailcode E-19J

Norman Stoner, P.E.
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, IL 62703

Dear Mr. Stoner:

We are providing written comments on the Chicago Metropolitan Agency for Planning (CMAP) Draft Go To 2040 Comprehensive Regional Plan 2010 (Plan). This is consistent with our role under Section 6001 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that modified the Title 23 USC Sect 134 regarding regional plans. One goal of SAFETEA-LU is to, over time, incorporate land use and comprehensive planning issues and concepts, including environmental resource planning, into transportation system project planning from the earliest considerations. In accordance with U.S. Environmental Protection Agency (EPA) responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act (CAA), the NEPA review team is the group within U.S. EPA responsible for commenting on your regional plan.

The Transportation Implementation Plan

The Illinois Department of Transportation (IDOT), in conjunction with the Federal Highway Administration (FHWA), provides coordination on its proposed projects through semi-annual or more frequent meetings with multiple public agencies, including EPA. We appreciate these opportunities to gain insights on IDOT plans, including CMAP projects, and to offer our comments. This review of the Plan is a new component of FHWA guidance (FR Vol. 71, No. 111, 6/9/2006) in response to SAFETEA-LU. We anticipate developing an appropriate level of interaction between our two organizations, based upon interests, compelling issues or circumstances, and organizational capacities and resources. Our resources do not allow us to provide a detailed response to your Transportation Implementation Plan (TIP) project list at this time; however, we are interested in continuing to interact with CMAP as your agency implements individual significant projects.

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Transportation Conformity for Air Standards

The Chicago region is currently in nonattainment for ozone 1 hour and 8 hour standards and for Particulate Matter of 2.5 micron and smaller (PM2.5) levels. EPA's Air Division worked with CMAP in assuring the TIP proposal meets transportation conformity requirements for the region in this nonattainment status.

The GoTo 2040 Plan Document

The Plan clearly presents the region's multimodal systems and transportation challenges. We commend the comprehensive nature and scope of the Plan. Presentations include consideration of sustainability, smart growth and equity concepts throughout the Plan. The Plan's development with public involvement and multiple comment opportunities is exemplary. and has provided the public excellent opportunities to learn about the planning process, its importance to the region, and how plan components interact to impact citizens.

A key role for this Plan is to guide development of the region's TIP, now and into the future. Pages 180 through 198 of the Plan provide a clear discussion of the various components of these and other regionally-anticipated transportation projects. The Appendices reference tables of coded assessments based upon regional plans from other states. These coded assessments do not convey the correlation between Plan goals and how the proposed projects will achieve these stated goals. Therefore, we recommend this Plan include a discussion focused on how proposed regional projects will achieve the goals presented in the Plan.

SAFETEA-LU Sect. 6001.134(i)(2)(B) states the " long-range transportation plan shall include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan." Although the term "mitigation" is included in the Plan, discussion is very limited. We recommend incorporating a separate section, perhaps under Regional Mobility e.g. making it Section 8, where mitigation concepts and opportunities can be discussed in the context of impacts from the overall Plan. This discussion could also demonstrate how the Livable Communities concepts are being incorporated with regard to transportation direct, indirect and cumulative impacts.

EPA Resources Available

Some key EPA natural resource concerns include wetlands, floodplains. impaired streams and other waterbodies, stormwater run-off, environmental justice, hazardous waste sites, endangered species, noise, and air quality The following EPA websites, materials and contacts reference the above resources and may be helpful when producing further iterations of this Plan.

> Smart Growth - Information regarding a range of development and conservation strategies that help to protect the natural environment and make our communities more attractive, economically stronger, and

more socially diverse can be found at the page:
http://www.epa.gov/dced/index.htm

Use of Recycled Materials/Beneficial Reuse – Information regarding the use of compost-based materials for stormwater / erosion control is available. Some information regarding the use of recycled industrial materials and their potential use in road construction is also available. You may contact Susan Mooney at 312-886-3585 for additional information regarding this information.

Diesel Reduction Strategies – Information regarding strategies for reducing diesel emissions from construction equipment and other sources can be found at: http://www.epa.gov/cleandiesel/.

NEPAssist - This is a web-based mapping application tool we use in reviewing NEPA projects. If you are interested in this addition to your mapping toolkit, we can provide you access to it. This resource may provide some useful information for your GIS system data layers. Contact Mr. West for access to this resource.

We appreciate this opportunity to begin an expanded dialogue on your regional planning scenario. If you have any suggestions regarding further coordination, we look forward to discussing these with you. Please direct any comments that you have regarding this initiative to me at 312-886-2910, or to my staff member, Norm West, at 312-353-5692 or west.norman@epa.gov.

Sincerely,

Kathleen Kowal

for Kenneth A. Westlake
Chief, NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc: Randall S. Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
CMAP *GO TO 2040* Draft Plan Comments
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Village of Oswego

BRIAN LECLERCQ
VILLAGE PRESIDENT

100 Parkers Mill ε Oswego, IL. 60543 ε (630) 554-3287 ε Fax: (630) 551-3306
Website: http://www.oswegoil.org

August 3, 2010

CMAP GO TO 2040 Draft Plan Comments
233 South Wacker Drive
Suite 800
Chicago, IL 60606

RE: GO TO 2040 Draft Plan Comments

The Village of Oswego has reviewed the draft GO TO 2040 Comprehensive Regional Plan document and would like to congratulate your agency for the amount of work that went into the draft plan. The years of research, planning, and public participation for the entire region was an incredible undertaking. We would also like to send our appreciation for allowing the Village's officials, staff, and residents to participate in the planning process.

Upon reviewing the draft document, some items have come to our attention that the Village wishes to comment on or to have CMAP reevaluate prior to the finalization of the Plan in October.

On page 57, the document recommends that land use decisions should be decided on the local level. The Village appreciates the need to look at land use at a local and regional level. It is our opinion to agree with the document in that land use decisions at the local level are more able to address the needs and character of a community.

On page 185, the list of priority transportation projects does not include the extension of the Burlington Northern METRA Line into the Village of Oswego. The station is provided for on page 196 as an addition project, but not a priority project. We are aware that other communities in the region have also identified this item in the Plan document. The Village of Oswego has planned for this new station improvement for some time and has included the station in the Village's Land Use Plan. Funding sources at the state and federal levels have been identified, studies have been started, and property acquisition has been under way for this improvement. We are aware that CMAP has met with Kendall County regarding the issue and have indicated that the County must participate in the RTA for the project to move forward. The Village's conversations regarding the federal funds and meetings with METRA indicated that RTA participation was not an immediate requirement. It is the Village's recommendation that the Oswego MERTA station be included in the priority list to reflect the current status of the project and the needs for our portion of the region.

On pages 282 through 284, the document suggests that sales tax revenue from retail uses have resulted in land-use mixes in some communities that do not properly balance retail, service, and

industrial uses. The document goes further to indicate a need to look at a tax on services as a balance to the retail sales tax. While the Village may agree that the tax structure may emphasize a dependence on retail uses, many communities, such as ours, understands the need for service and industrial uses for property tax and for job creation. If the taxing structure is adjusted, this may adversely affect these uses. We would recommend caution and looking into all aspects of the taxing structure prior to any formal recommendation from CMAP in the future.

On page 402, the document references the Village of Oswego's electronic recycling facility. We are very proud of our conservation efforts and appreciate the recognition that we have received. Perhaps your including it in your draft document will encourage others in the region to begin a similar program.

The Village has some concerns with some of the presumptions and policies outlined in the draft document. The Village would like additional time to provide input into the document prior to its anticipated adoption in October.

Once again, we would like to thank you for the opportunity to provide comments of the GO TO 2040 Draft document. If you have any questions on our responses, or wish to discuss anything in the future, please feel free to contact me.

Sincerely,

Brian LeClercq
Village President
Village of Oswego

Oak Park

The Village of Oak Park
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August 6, 2010

Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
Willis Tower, 8th Floor
233 S. Wacker Drive
Chicago, Illinois 60606

RE: Village of Oak Park Public Comments Regarding the Draft *GO TO 2040* Comprehensive Regional Plan

Dear Mr. Blankenhorn:

The Village of Oak Park is pleased to submit these comments on the draft *GO TO 2040* comprehensive regional plan. In general, *GO TO 2040* has greatly improved over both the 2020 and 2030 efforts along many dimensions, most notably the innovative and effective public outreach and engagement process employed, its expanded consideration of a broad range of complex regional issues, and the effort to transition major capital project prioritization processes toward a more transparent, fact-based, goal-oriented, and multi-dimensional quantitative assessment of project benefits and drawbacks. Relevant decision-making processes occurring within the political complexity of northeastern Illinois, as represented by the volume and diversity of political subdivisions, will benefit significantly from the support and guidance provided by GO TO 2040's consensus-based vision of the region's future and associated recommendations for safeguarding and improving it. While this draft clearly represents a significant improvement over prior planning initiatives, we remain concerned about a number of aspects, particularly those associated major capital project assessment and prioritization. Our specific comments follow.

Importance of the Major Capital Project Element

While all aspects of *GO TO 2040* will help to shape regional form and function over the planning horizon, its most direct, immediate, and long-lasting influence on the region's future is through its assessment and prioritization of major capital projects. The future impact of the associated findings and recommendations can not easily be overstated; literature is replete with peer reviewed studies and expert analysis examining the outcomes of our past transportation-related policies, practices, and decisions. Transportation decision-making over the past several decades has yielded sub-optimal outcomes on many levels.

Angela Glover Blackwell, PolicyLink Founder and CEO, writes in the preface to Healthy Equitable Transportation Policy: Recommendations and Research:

> Transportation impacts health directly: it affects air quality, injury risk, physical activity levels, and access to necessities such as grocery stores. Transportation is also one of the largest drivers of land use patterns; it thus determines whether communities have sidewalks and areas to play and be physically active as well as whether communities are connected to or isolated from economic and social opportunities." She adds, "Research shows that low-income communities and communities of color often do not have access to the benefits our transportation system can provide, yet they bear the burdens of that system. For example, many low-income neighborhoods have little or no efficient, reliable public transportation to get them to jobs and essential goods and services. But these communities are often situated near bus depots, highways, and truck routes, where pollution levels are high—and not coincidentally, asthma rates are high as well.[1]

Historically, the critically important linkages between land-use and major transportation investments have been neglected and/or undervalued in transportation planning. Failure to effectively consider the relationship has resulted in faulty analysis confirming the cost-effectiveness of significant investments that have enabled and encouraged "urban sprawl" and associated adverse social, environmental, and economic impacts to the region; many inner-ring communities in the CMAP area have been in long-term economic decline due, in large part, to the consequences of sprawl-inducing and sprawl-supportive transportation investments. The Illinois legislature has increasingly focused on this problem since this plan's predecessor, the 2030 Regional Transportation Plan for Northeastern Illinois, was first completed in October 2003 under the auspices of the Chicago Area Transportation Study (CATS). The state legislature's concern is reflected, in part, by Public Act 095-0677, which merged CATS with the Northeastern Illinois Planning Commission to establish CMAP in 2005 " . . . to plan for the most effective public and private investments in the northeastern Illinois region and to better integrate plans for land use and transportation."[2] In addition, Illinois Public Act 93-0545, which became effective January 1, 2004, amended the Illinois Highway Code to require the Illinois Department of Transportation (IDOT) to ". . . embrace the principles of Context Sensitive Solutions (CSS) in policies and procedures for the planning, design, construction, and operation of its projects for new construction, reconstruction, or major expansion of existing transportation facilities." The legislative intent of the CSS mandate was made clear and unambiguous through incorporation of the following language into the Illinois Highway Code:

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[1] Shireen Malekafzali, ed., *Healthy, Equitable Transportation Policy: Recommendations and Research* (Convergence Partnership, 2009), 6; available from http://www.convergencepartnership.org/atf/cf/%7B245a9b44-6ded-4abd-a392-ae583809e350%7D/HEALTHTRANS_FULLBOOK_FINAL.PDF; Internet; accessed 6 August 2010.

[2] Illinois Compiled Statutes, *Regional Planning Act*, 70 ILCS 1707.

> It is the intent . . . to ensure [that IDOT projects] adequately meet the State's transportation needs, exist in harmony with their surroundings, and add lasting value to the communities they serve . . . A hallmark of context sensitive design and context sensitive solutions principles for the Department of Transportation shall be early and ongoing collaboration with affected citizens, elected officials, interest groups, and other stakeholders to ensure that the values and needs of the affected communities are identified and carefully considered in the development of transportation projects.[3]

Despite legislative efforts to redirect planning energies in ways that support improved regional outcomes through effective consideration of the linkages between land-use and transportation, there has been institutional reluctance to do so. For example, the traditional approach to highway planning, characterized by the Decide, Announce, and Defend (D.A.D.) model where highway engineers decided what was best, announced their decisions to the public, and then spent significant time defending decisions, has been difficult to modernize in Illinois despite decades of ever increasingly specific state and federal legislative mandates intended to both encourage and require much improved processes and procedures to identify transportation needs, potential solutions, and ensure effective consideration of a broad range of potential impacts; IDOT institutional resistance to necessary change has been high. Illinois Department of Transportation Context Sensitive Solutions training materials relate that there has been a "real tendency to hang on to the old way of project development [D.A.D.] for the majority of projects," adding that "[The IDOT] need[s] to avoid the old way of making decisions."[4] The tendency to "hand on to the old ways of doing things" has resulted in a sustained focus on auto-oriented investments, much to region's detriment.

In discussing the consequences associated with a sustained focus on auto-oriented investments and the failure to effectively link land-use, transportation, and environmental and public health outcomes, Congressman James Oberstar, Chairman of the Committee on Transportation and Infrastructure, writes, "The asphalt poured and lane miles constructed enhanced our mobility and strengthened our economic growth; but too often, this auto-centric mindset took hold and crowded out opportunities to invest in a truly sustainable intermodal transportation system . . ."[5] Although highway investment economic returns were high during the 1950s and 60s when the U.S. Interstate was first developed, the relatively small incremental gains associated with modern highway expansions have become poor investments.[6] To that point, the Illinois Department of Transportation wrote in its Context Sensitive Solutions Detailed Guidelines for Practice, "The mandate given by the National Interstate and Defense Highways Act of 1956 was to build a new national highway system which would move

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[3] Illinois Compiled Statutes, *Illinois Highway Code*, 605 ILCS 5/4-209.

[4] Illinois Department of Transportation, *CSS Online Training [web-based training presentation]*, "Introduction/Purpose of CSS"; available from http://www.dot.state.il.us/css/training/intro.html; Internet; accessed 6 August 2010.

[5] Shireen Malekafzali, ed., *Healthy, Equitable Transportation Policy: Recommendations and Research* 5.

[6] Todd Litman, *The Future Isn't What It Used To Be: Changing Trends And Their Implications For Transport Planning* (Victoria Transportation Policy Institute, 2010), 22; available from http://www.vtpi.org/future.pdf; Internet; accessed 6 August 2010.

large volumes of traffic safely and expeditiously at the highest design standards. By any measure, that effort succeeded beyond anyone's wildest expectations. However, that era is over."[7]

While highways will continue to be of great importance in decades to come, a multi-disciplinary population of scholars, experts, and stakeholders, including everyday citizens, have come to realize that highway expansions in urbanized areas have not – for a very long time - been the right thing to continue funding and constructing. Despite widespread awareness of the severely diminished short and long-term effectiveness of highway expansion investments in urban areas, and common knowledge of the inescapable adverse outcomes attached thereto, intuitively superior alternatives remain at a competitive disadvantage in regional planning, with analysis results oftentimes supporting additional roadway capacity over improved and expanded transit options.

Major Capital Project Assessment and Prioritization

The steps CMAP has taken in an effort to transition major capital project prioritization processes toward a more transparent, fact-based, goal-oriented, and multi-dimensional quantitative assessment of project benefits and drawbacks are absolutely essential and we commend that initiative CMAP has taken to begin a journey along that path. Analysis completed for purposes of recommending major capital projects with long-term implications for individuals, municipalities, the region, and the nation must be transparent, accessible to the general public in form and content, and yield results that intuitively make sense to citizens, planners, decision-makers at all levels of government, and other stakeholders. Scientific rigor of the analysis, including data control, degree of public transparency, and methods used for qualitative scoring are all prerequisites for public acceptance of findings and recommendations, and is central to Oak Park's full support of the draft plan. The analysis completed in support of the *GO TO 2040* major capital project element falls short of that public acceptance standard and should be improved for this and future plan iterations; care should be taken to assure that when a revision or data correction is authorized it is carried through to all relevant references and analysis.

Our concerns are heightened by the following observations (note that while our examples may focus on the Blue Line Extension and I-290 projects, some of the issues and concerns we cite are applicable to other projects that we have not taken the time to review – our comments are drawn from consideration of the projects we are most familiar with):

- Project scoring is reported, but key assumptions regarding project characteristics are not related, or are not accessible to the non-technical reader.

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[7] Illinois Department of Transportation, *Context Sensitive Solutions: Detailed Guidelines for Practice* (Springfield, IL: Illinois Department of Transportation, n.d.), page 14; available from http://www.dot.state.il.us/css/cssguide.pdf; Internet; accessed 6 August 2010.

- Project costs/benefit analysis seems frozen at the moment a project is completed, but should include a forward-looking assessment for each project 5, 10, or 15 years after completion given growth in traffic, both associated with population growth and generated traffic associated with an expanded highway facility, etc. Major capital projects are supposed to encourage benefits well into the future beyond their construction and their effectiveness must be evaluated through that lens. We are not sure that the modeling procedure looks very far into the future to calculate anticipated benefit survivability. For instance, the Victoria Transport Policy Institute writes, "Under typical urban conditions, more than half of added capacity is filled within five years of project completion by generated traffic, with additional but slower growth in later years."[8]

- Project cost estimates sometimes vary with the particular document being viewed. While this may be the product of iterative revisions and project refinement exercises, all the data for each project must be consistent from one document to the next, e.g., the fiscally constrained list summary sheet should match the individual project summaries, and both of the foregoing should match the regional indicators performance summary. As of today, they do not.

- Significant unexplained differences in project performance were observed between 2009 and 2010 draft analysis. For example, anticipated CO2 emissions modeled for the I-290 Multimodal Corridor project declined over 25% between October 2009 and the current draft *GO TO 2040* plan. Similarly, the October 2009 version indicated the I-290 project would reduce system-wide congestion by 49,860 hours, while the most recent version adjusted it to a 23,000 savings. These significant changes, while perhaps representing corrections applied in response to efforts refine project summaries, require explanation beyond merely updating the records with new numbers. What changes in assumptions caused the variation, and were the changes carried through to other modeling efforts that may have contained similar presumably erroneous initial assumptions, e.g., did the corrections have (or should they have had) any impact on air quality conformity determinations? Additional unexplained differences can be found in comparing the October draft to the current draft available for public comment.

- Certain aspects of the analysis appear to lack face validity. For example, how does the I-290 Multimodal Corridor project reduce congestion by 23,000 hours while a CTA Blue Line extension adds 2,000 hours of congestion? While the 2,000 may not be statistically significant, how can a Blue Line have no positive impact on congestion? Imagine if the existing Blue Line were to stop running today and I-290 needed to handle the added trips. Similarly, the I-290 Multimodal Project is anticipated to yield nearly 51% more new jobs than a potential Blue Line extension. Given that the reported performance of the I-290 Managed Lane project did not change along with its title change to I-290

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[8] Todd Litman, *Generated Traffic and Induced Travel: Implications for Transport Planning* (Victoria Transportation Policy Institute, 2010), 11; available from http://www.vtpi.org/gentraf.pdf; Internet; accessed 6 August 2010.

Multimodal Corridor, one must assume that a highway expansion alternative supports this finding; however, recent CNT analysis completed by the Center for Neighborhood Technology, Smart Growth America, and U.S. PIRG, demonstrates that far more – and better – jobs are created by transit investments than those for highways.[9] Additional counter-intuitive findings are represented in the major capital project analysis.

- Projects titles and descriptions are not consistent throughout the document and associated appendices. The I-290 project, for example, is referenced and described as both "I-290 Managed Lanes" and "I-290 Multimodal Corridor." All sections of the plan should be made consistent, with supporting analysis reflective of the latest authorized corrections, prior to the plan being finalized.

- While the major capital project evaluation and prioritization process endeavors to calculate metrics for stand-alone projects, it has failed to consider the synergies of projects being implemented in unison; the cumulative benefits of the projects taken as a whole is likely significantly greater than the benefit of the projects evaluated independent of one another. For instance, the Blue Line West Extension should be evaluated in combination with the DuPage County J-Line, Oak Brook area hub, and congestion pricing on all I-290 lanes. The cumulative benefit of the three projects would likely greatly exceed the benefits calculated for each project individually.

Major Capital Project Descriptions: I-290 Multi-Modal Corridor, and Blue Line West Extension

The Village of Oak Park is appreciate of CMAP's efforts to be responsive to stakeholder comments and concerns reference the I-290 corridor. As noted above, there have been a wide range of assessment and evaluation concerns expressed. In addition, a variety of stakeholders, including Oak Park, the West Central Municipal Conference, and others, voiced significant objection to CMAP endorsement of a mode-specific solution amidst two ongoing efforts to evaluate corridor transportation needs in a manner consistent with federal law. The CMAP response, which is partially reflected in draft *GO TO 2040* plan, included changing the title and treatment of alternatives for the I-290 corridor. CMAP's full commitment to impartiality and fair treatment of all alternatives being considered for the I-290 corridor should be documented in the GO TO 2040 plan.

Constrained verses Unconstrained

In addition to renaming the "I-290 Managed Lanes" project the "I-290 Multimodal Corridor" project, CMAP staff advised stakeholders that the Blue Line West Extension was reevaluated and found to have not adversely impacted either fiscal constraint or air

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[9] Center for Neighborhood Technology, Smart Growth America, and U.S. PIRG, "Analysis of latest job data show stimulus spending on public transportation more jobs, faster, than highways"; available from http://www.cnt.org/news/media/ARRA-Public-Transit-Jobs-Fact-Sheet-Dec-17.pdf ; Internet; accessed 6 August 2010.

quality conformity. When asked if that meant that the Blue Line West Extension was thus considered to be on the fiscally constrained list in the context of the *GO TO 2040* plan, stakeholders were advised that, yes, the Blue Line West extension was now considered to be on the fiscally constrained list and eligible to move forward with federally funded studies, as such authority is conveyed to projects on the fiscally constrained and air quality conformed list; in effect, both the "managed lane" concept and Blue Line West extension are covered by the same project title, thus avoiding a pre-ordained conclusion to ongoing studies of viable alternatives. However, our review of the draft GO TO 2040 plan released for public comment finds that the Blue Line West Extension remains included on the unconstrained list. The Blue Line West Extension can't be both constrained and unconstrained in the same plan; the oversight should be corrected.

I-290 Project Descriptions

The following bullets summarize our observations and concerns regarding *GO TO 2040* references to the I-290 Multimodal Corridor project:

- References to the "I-290 Multimodal Corridor" project are inconsistently titled, but should not be. The "Updated List of Major Capital Projects" and linked description are both titled "I-290 Managed Lanes." The excel file detailing regional indicator performance bears the same erroneous project title.

- Page 199 of the draft GO TO 2040 plan relates, "For the I-290 expressway corridor, two (one each direction) additional managed lanes are under consideration from Mannheim Road east to Austin Avenue. Also under consideration is the implementation of a transit alternative within the corridor." The Village of Oak Park requests that the Blue Line West Extension receive explicit reference as an alternative under consideration. As added basis for this request, page 207 relates that "Recommended capital improvements also include managed lanes on the I-90 and I-55 expressways and a multimodal corridor on I-290 that may include Bus Rapid Transit (BRT)." In addition, page 215 not only reiterates the reference to BRT on I-290, but goes so far as to project it as the corridor solution and suggests that interim fake BRT (express busses running in mixed traffic) may be considered: "It also recommends pursuit of managed lanes or multimodal corridors on I-90, I-290, and I-55. These may ultimately feature full BRT service, with high-quality stations, extensive park-and-rides and transfer options, and features that give buses priority, but express bus service should be initiated in the interim as these full BRT systems are being planned." Thus, while *GO TO 2040* explicitly references both managed lanes and Bus Rapid Transit (BRT) for the I-290 corridor, it carefully endeavors, for the most part, to avoid similar reference to a potential Blue Line West Extension along the same alignment. This is contrary to CMAP's commitment to treat the corridor mode-neutral amidst ongoing federally required and regionally authorized studies, while at the same time imparting unfair status to managed lanes and BRT. The Village of Oak Park respectfully requests impartial treatment

of I-290 alternatives in *GO TO 2040*; please also note related comment included below regarding page 222.

- Page 199 of the draft GO TO 2040 plan relates, "The expansion of I-290 is a significant concern for a number of communities in the project corridor. Of particular concern is that an I-290 expansion might preclude future transit extensions in the corridor." The Village of Oak Park and other stakeholders it has engaged are not primarily concerned with whether or not a managed lane project forecloses the opportunity for a future transit extension, but rather that a managed lane project is an inferior solution to problems and needs that are best addressed through a westward rail extension. We have previously provide a lengthy list of reasons why we believe this to be the case, none of which included concern that a rail extension could not take place in the future if a managed lane projects comes to fruition. Also, rather than continue to use ambiguous references to describe the Blue Line West Extension, the project should be called out by its name – there is no other "future transit extension" we are aware of that has been discussed for the corridor, and using a vague reference only impedes informed public discourse on the topic.

- Page 199 of the draft GO TO 2040 plan relates, "Regardless of mode, the project should require careful attention to minimizing any negative project impacts on the adjacent communities and preserving options for transit in the corridor." First, it is important to note that any proposed expansion of I-290 should be accompanied by an expressway cap, as previously referenced and described in the 2030 plan (p. 165 and n.143, and as an example of "early and full attention to context-sensitive solutions available for preserving and improving community quality" on p. 118 and n. 119); it also appeared in earlier iterations of the GO TO 2040 plan. The Oak Park Cap is presently undergoing continuation of federally funded preliminary engineering in coordination with the Illinois Department of Transportation. The project is an integral part of I-290 planning and the Village urges it's reincorporation into *GO TO 2040*. The recognition of the value of this increasingly common approach to addressing major highway projects in fully developed urban areas, whether in reconstruction or expansion, should be included as well. Second, the sentence relates that the project should "require careful attention . . . to preserving transit options in the corridor." This implies that the project will not be a transit project and, as such, should be modified or removed, as a transit alternative appears to be the best solution.

- Page 204 includes a section titled "Cook-DuPage Corridor." That section relates "three projects within this corridor should be further developed and prioritized, ideally as part of the ongoing Cook-DuPage corridor study." The Village of Oak Park fully supports development of the referenced projects (DuPage County J-Line, Inner-Circumferential Rail Service, and the Mid-City Transitway) and implores CMAP to incorporate performance of the Blue Line West Extension in combination with the DuPage County J-line featuring a hub in the Oak Brook vicinity and congestion pricing on all I-290 lanes. While the major capital project

evaluation and prioritization process endeavors to calculate metrics for stand-alone projects, it has failed to consider the synergies of projects being implemented in unison; the cumulative benefits of the projects taken as a whole is likely significantly greater than the benefit of the projects evaluated independent of one another.

- Page 222 features a chart titled "Implementation Action Area #3: Pursue High-Priority Projects." The chart includes an action, "Include Bus Rapid Transit components as part of major highway capital projects." The "specifics" attached to that action relate, "Include planning for BRT within highway projects recommended in the plan, including the Elgin-O'Hare projects, I-290 multimodal corridor . . ." This chart classifies the I-290 Multimodal Project as a highway project recommended in the plan and advocates for including BRT planning for the project. Similarly, page 224 features a chart titled "Implementation Action Area #4: Conduct Supportive Land Use Planning" with an action labeled "Plan for land use specifically around BRT projects." The "specifics" relate, "Study the best way to conduct land use planning to support BRT services which may be part of the Elgin-O'Hare projects, I-290 multimodal corridor . . ." A similar action item on that page, "Plan for land use specifically around major transit capital projects" makes no reference whatsoever to the I-290 multi-modal corridor. The Village of Oak Park reiterates its request for impartial treatment of I-290 alternatives in *GO TO 2040*. Each of the foregoing references are clearly informed buy an understanding that the I-290 Multimodal Corridor project is presumed to be a managed lane solution including consideration of express bus and/or BRT. There is strong reason to believe that a rail extension is a far superior solution for the corridor.

- Page 353 incorporates discussion of the Hillside Strangler project in a sidebar graphic. The text reads, in part, that "Such performance measures [congestion data] were calculated before and after the Hillside Bottleneck Elimination Improvement on I-290. The data show that there was substantial improvement in travel times for certain time periods on the Eisenhower along the 31-mile segment from the Circle Interchange to the Jane Addams Tollway in Schaumburg." This text should not rely on "substantial" to demonstrate benefit of the investment. Rather, the minutes saved should be substituted. In addition, other highway improvements conducted in intervening years should also be disclosed, as they may have impacted traffic as well. We raise this as a concern because of conversations we have initiated in the past with CMAP staff regarding this exact graphic. After $140M having been invested in the engineered cure, the Chicago Sun-Times reported in 2002: "After two years and $140 million spent retooling the notoriously congested Hillside Strangler, travel times on the Eisenhower Expressway remain virtually unchanged, new state data show.....What was unexpected, state officials said, was the influx of thousands of additional vehicles since the project to widen and reconfigure the pavement was largely completed last fall. 'The traffic volumes have increased,' said Ken Jonak, engineer of operations for the Illinois Department of Transportation's Chicago area district. 'It's kind of like the old prophecy, 'If you build it, they will come.'" In

addition, n one of four time slots evaluated, the time savings was 1/10th of a minute over the 31 mile stretch, while the average improvement – over 31 miles – was less than 3.5 minutes. The Hillside Improvement did little other than move congestion east, but is represented in GO TO 2040 as having yielded "substantial improvement."

Summary Comments

The Regional Vision approved by the Chicago Metropolitan Agency for Planning (CMAP) in 2008 made a commitment that "Regional planning decisions will consider and **improve** [emphasis added] the health of residents of our region." CMAP adds, "The region will actively minimize and mitigate the environmental effects of its activities — including climate change — and will be prepared to adapt to future environmental conditions."[10] Major transportation investments – regional planning decisions – and their associated land-use implications carry significant public and environmental health import. Longstanding [auto-centric] transportation and land use policies are at odds with serious health, environmental, and economic needs of the country."[11]

Any form of highway expansion will inevitably erode – not improve – public and environmental health. Since 1982, driving vehicle miles traveled (VMT) has increased by 47 percent per person, from an average of 6,800 miles per year for every man, woman and child to almost 10,000 miles per year. Each mile driven contributes to declines in environmental and public health; by reducing vehicle miles traveled, public transportation reduces energy use in the transportation sector and emissions. The total energy saved, less the energy used by public transportation and adding fuel savings from reduced congestion, is equivalent to 4.2 billion gallons of gasoline.[12] The *GO TO 2040* plan should place greater emphasis on transit major capital projects and less faith in the ability of new managed lanes with complementary express bus to support and achieve the laudable goals developed through the extensive public engagement process which constitutes the *GO TO 2040* hallmark. Financing mechanisms, such as congestion pricing, offer real promise for increasing the value and cost-effectiveness of transit major capital project investments and more effective consideration of the option in project scoring should be a CMAP priority.

As a region and a nation, we are confronting the leading edge a perfect storm fueled by national security concerns, environmental calamity, economic stress, and a federal highway fund that is insufficient to meet both current and anticipated highway needs. Surely we have the collective sensibility to recognize that more rubber tires on more

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[10] Chicago Metropolitan Agency for Planning, *GO TO 2040 Regional Vision* (Chicago: CMAP, 2008); available from http://www.goto2040.org/ideazone/default.aspx?id=7718; Internet; accessed 4 December 2009.

[11] Shireen Malekafzali, ed., *Healthy, Equitable Transportation Policy: Recommendations and Research* (Convergence Partnership, 2009); available from http://www.convergencepartnership.org/atf/cf/%7B245a9b44-6ded-4abd-a392-ae583809e350%7D/HEALTHTRANS_FULLBOOK_FINAL.PDF; Internet; accessed 4 December 2009.

[12] ICF International, *The Broader Connection between Public Transportation, Energy Conservation and Greenhouse Gas Reduction* (Washington, D.C: APTA, 2008); available from http://www.apta.com/gap/policyresearch/Documents/land_use.pdf; Internet; accessed 4 December 2009.

highway lanes using more and more fuel is not the way to survive the storm. Our assumptions and cultural or institutional biases related to movement of people and goods through heavily congested urban corridors are out-dated and in desperate need of change. While highways continue to provide great value, the manner in which we manage mobility and urban congestion during peak usage periods is receiving a failing grade. It is time for change.

Literature has documented that highway investments have fueled urban sprawl and undercut the economic viability of inner-ring suburbs across the nation. In order to enhance economic competitiveness, corridor communities require reliable, affordable, and timely access to employment centers, educational opportunities, services and other basic needs. Unlike highway investments, literature demonstrates that passenger rail strongly supports these needs. Any I-290 transportation solution involving highway expansion will significantly amplify adverse impacts already disproportionately allocated to socio-economically disadvantaged corridor communities rather than serve to ameliorate some of the adverse consequences of our prior decisions. The Village of Oak Park is confident that improved project evaluation techniques, enhanced data control, and improved transparency associated with project assumptions will allow the best solutions to be identified and prioritized. We are not fully confident that GO TO 2040 has accomplished that important task, though we recognize that follow-on studies will help to better refine alternatives in future months and years.

Finally, please note that as of 9:47 p.m. this evening, the GO TO 2040 public comment page indicates, "Thank you for commenting on the draft *GO TO 2040* comprehensive regional plan - the draft *GO TO 2040* comprehensive regional plan comment period has now ended." I trust that these comments will be accepted and incorporated into the public record, as Village of Oak Park staff confirmed with CMAP staff that comments would be accepted up until 11:59 p.m. on August 6th. Hopefully the erroneous update to the website did not deter otherwise interested parties from commenting. The Village of Oak Park appreciates this opportunity to comment on the draft GO TO 2040 plan and looks forward to continuing its productive relationship with CMAP for years to come.

Respectfully submitted,

David G. Pope
Village President

Will County
CENTER for ECONOMIC DEVELOPMENT

Mr. Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

Re: *GoTo 2040* Comments

Dear Randy,

The Will County Center for Economic Development (CED) would like to congratulate you and your staff on three years of effort to develop the GoTo 2040 comprehensive plan for northeastern Illinois. We appreciate having a role in this regional project and thank you for the opportunity to submit our comments on the draft plan. As the guide to major transportation investments in the coming decades, the GoTo 2040 Plan is an important policy document for our region and as such, impacts our communities' abilities to plan and grow.

Our overall comments are focused on the scope of the GoTo 2040 Plan and the process for prioritizing projects to the fiscally-constrained and fiscally non-constrained project lists. Because the projects on these lists will be the region's priorities for new capacity improvements and federal funding, they are significant to Will County.

The CED also offers some additional comments on the freight recommendations in the GoTo 2040 Plan in recognition of the increasing importance of Will County and its significant transportation/logistics assets to our regional economy:

The CED sees value in encouraging a higher level of coordination toward meeting multiple regional goals, but caution CMAP in casting too wide a net. Better integration of transportation and land use decisions fulfills CMAP's mission after the merger of NIPC and CATS. It is unclear what jurisdiction CMAP has outside of this mandate, specifically in areas such as tax policy, climate change and sustainable food delivery? Even in an advisory role, it is unclear what incentive agents in either the public or private sector have to follow the plan's recommendations. In the implementation phase of the Plan, we support CMAP in a role of providing planning and technical assistance primarily in the areas of transportation and land use.

The CED supports including four high priority highway projects on the GoTo 2040 Plan's fiscally constrained major capital projects list: the Illiana Expressway, Prairie Parkway, additional lanes on I-80 from Route 30 west to I-55 and additional lanes on I-55. These projects are broadly supported by Will County communities and align with the goals of the Plan's Preferred Regional Scenario to reduce congestion on the

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interstates, support growth in the region's freight-moving capacity and create employment opportunities for the region's residents. As a statement on the region's transportation priorities, it is critical that these projects be reflected on the fiscally constrained project list. The Illiana Expressway, in particular, is already a priority of the Illinois Department of Transportation, with $50M programmed for environmental studies being conducted through a bi-state agreement with the State of Indiana.

The CED would like to know how major capital projects will be evaluated over time and moved between the fiscally constrained and unconstrained lists. We understand that the priority list is constrained by projected revenues and for that reason alone, many worthy projects are not included. That said, the GoTo2040 Plan should display both lists in the document and include language for how projects will be reevaluated during implementation including the timetable, the criteria used and the CMAP committees that will be charged with approving the changes.

The GoTo 2040 Plan prioritizes maintenance of the existing system over new capacity improvements, a decision which considerably limits the amount of funding planned for new projects in coming decades. Undoubtedly, the CED supports investing in existing infrastructure, however, going forward more attention needs to be given to serving new population and employment centers that developed in our region during the previous decades of growth.

The process used to evaluate and prioritize projects in the GoTo 2040 Plan should weight more heavily the economic benefits of transportation investment. The CED supports the move to more fully and accurately measure the benefits and costs of major capital projects, and evaluate projects with consideration for how they support multiple regional goals. Economic benefits particularly should be accounted for in the prioritization of projects to a greater degree than in the past as the GoTo 2040 Plan emphasizes the importance of our transportation system to our region's ability to compete economically in the global marketplace.

The GoTo 2040 as the long-range transportation plan for northeastern Illinois should include reference to the South Suburban Airport. The CED understands that the omission is related to the fact that there is a separate federal funding stream for aviation; however, this project must be accounted for in any comprehensive assessment of the region's transportation network. O'Hare and Midway are huge economic engines for northeastern Illinois, and yet the FAA has stated that by 2024, Chicago will run out of airspace unless another airport is built. The Illinois Department of Transportation has made a considerable investment in the project so far including the acquisition of land. The need for the airport also impacts the need for other roadway improvements that are also likely within the scope of the GoTo 2040.

CED comments on the GoTo 2040 Plan's Freight Recommendations are as follows:

Develop a national vision and federal program for freight
Chicago is a nationally important freight hub and Will County possesses some of the region's most important new freight assets. Federal assistance should support *regional* planning and priorities. Freight transportation projects are increasingly competing for federal funding– there is a need to advocate for the expansion of federal investment in our freight system.

Support CREATE rail system improvements
Investments in CREATE projects would have regional benefits (alleviate freight bottlenecks, fewer passenger/freight rail conflicts) even though the improvements are targeted to Chicago. CREATE represents long-term investment of public funds that would not be available for other freight-related projects

Support regional trucking improvements
CMAP can make recommendations based on the needs of the overall system and provide coordination and technical assistance, however siting and development decisions will still be handled locally. CMAP should adopt a cooperative stance in order to gain the support of local governments faced with accommodating trucking facilities in their community.

Organize and improve public policy related to freight
A higher level of private sector participation will be important to creating meaningful freight policy in the region. Effective public policy is an opportunity for the region to become more proactive on the issue of freight and goods movement and leverage our position as a center of commerce to grow our regional economy in the 21st century.

Integrate Freight Needs and financing into infrastructure prioritization
It will be important to operationalize this during the implementation phase of the Plan. Freight needs a dedicated source of funding in the next transportation reauthorization that is not competing with already limited public financing for infrastructure improvements

The Plan acknowledges four modes of freight transportation including air, yet does not adequately represent the importance of Midway and O'Hare to our regional economy by measuring activity based on tonnage; Cargo moved by air is typically higher value, lower weight goods. The region needs to account for the value of our existing airports to the logistics industry overall and local businesses specifically and acknowledge how the State of Illinois' data on demand for additional air cargo capacity in relation to the proposed South Suburban Airport can be used strategically to strengthen our regional dominance in freight movement

The Plan mentions the conflicts that can exist between the economic benefits and the negative externalities of freight movement, but does not directly address how the region can support those communities dealing with the most direct impacts of freight movement; ultimately we can grow our region's economy in this area to the extent we can manage these community impacts

It is valid for the Plan to stress that congestion in Chicago has prompted the private sector to develop new state-of-the-art facilities outside the urban core, but to describe the sites for these facilities as "remote greenfields" gives a negative connotation. Whether or not this is ideal from a regional perspective, this trend is occurring and needs to be fully accounted for in regional freight planning. Even with stronger public policy, and a regional governing authority for freight, location decisions should remain in the hands of the private sector. Land use decisions will continue to be vested in local governments and designations for freight-related land use will be made on this level. Communities that wish to redevelop land for freight-related uses as well as communities that have the ability to service new industrial, warehouse and distribution facilities.

Public policy in the area of freight should focus on building a flexible, resilient system that utilizes all of the region's multi-modal transportation assets to the maximum degree and provides the private sector with a dynamic operating environment that supports investment, innovation, expansion, job creation and wealth creation.

The CED is looking forward to working with CMAP and other local and regional partners during the implementation of the GoTo 2040 Plan to the benefit of those living and working in northeastern Illinois.

Thank you once again for the opportunity to participate in the process of setting priorities in our region where transportation is central to our economic vitality and future competitiveness.

Sincerely,

John E. Greuling,
President & CEO

Cc: Larry Walsh, Will County Executive
Roger Claar, Mayor of Bolingbrook
James Moustis, Chairman, Will County Board
Joe Cook, Mayor of Channahon

Metra
547 W. Jackson Blvd. Chicago, Illinois 60661 Telephone: 312-322-6900 TTY# 1-312-322-6774

August 6, 2010

Mr. Randy Blankenhorn
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Blankenhorn:

Thank you for the opportunity to give feedback on the Draft *GO TO 2040 Comprehensive Regional Plan* dated June 16, 2010. Metra has been an active participant in the development of *GO TO 2040*, over the past several years through participation in the Transportation Committee, the MPO Policy Committee, and various meetings and workshops that included staff from Chicago Metropolitan Agency for Planning (CMAP) and Metra. As previously discussed, we recognize the challenge of achieving federally required fiscal constraint while selecting projects that will address the transportation needs of the region.

In our letter dated April 20, 2010, we discussed our appreciation of the inclusion of several Metra projects in the constrained Major Capital Projects list, and our concerns about the exclusion of the STAR Line, SouthEast Service, BNSF Extension, and Metra Electric Extension from that list. We want to reiterate that fact that the exclusion of these projects from the Major Capital Projects list in *GO TO 2040* will restrict Metra's ability to move forward on these crucial projects that have significant regional support and are critical to addressing some of the problems identified in this plan. We also want to take this opportunity to again recommend that CMAP consider making more aggressive assumptions that increase the total amount of funding for major capital projects or to shift funds from systematic enhancements to major capital projects.

Beyond the concerns expressed previously and above, Metra staff has compiled some specific comments on the draft *GO TO 2040 Comprehensive Regional Plan* dated June 16, 2010, which are attached. We look forward to continuing to work with CMAP to produce the best long-range transportation plan for the region.

Sincerely,

William K. Tupper
Acting Executive Director

Attached: Specific Comments on Draft *GO TO 2040 Comprehensive Regional Plan* - June 16, 2010

cc: J. Groner, L. Ciavarella

Metra is the registered service mark for the Northeast Illinois Regional Commuter Railroad Corporation.

Specific Comments on Draft *GO TO 2040 Comprehensive Regional Plan* - June 16, 2010

General Comments:

- A more direct description of what the region is slated to look like in terms of population, jobs, and households would be beneficial. This does not appear to be explicitly stated in a table or section of the plan, but its inclusion would significantly improve the plan.
- "W" in "Metra SouthWest Service Line" and "E" in "Metra's proposed SouthEast Service Line" should be capitalized throughout the document.

Specific Comments:

Page 8

- The "focus on improving the transit system" is not reflected in allocating only 1.7% of the region's transportation funds towards major capital transit projects.

Page 9

- We suggest adding the following to the end of the CREATE paragraph: "Enhancements in the rail freight network also can benefit passenger rail service for commuters and interstate travelers."

Pages 9, 160, 168, 174, and 199

- The recommendation for transit agencies to control operating costs is not only an issue for transit agencies. As you are aware, this is an issue for many companies throughout the world due to rising health care costs, fuel costs, security costs, pension requirements, etc. We request that these types of statements be removed.

Page 33

- The map also shows Cragin and Hermosa Stations on the MD-W Line, which were consolidated into the Grand Cicero Station in 2006.

Page 54

- Change the label in the legend in Figure 9 to "Acres of Potential Infill per Subzone".

Page 57

- Last paragraph: the RTA Community Planning program is also responsible for "access and circulation improvements in and around transit facilities, improved job access, improved mobility for seniors and people with disabilities, and increased transit usage." The Subregional Planning program "provides funding and planning assistance for county, subregional or corridor level transit and land use focused planning studies."[1]

Page 58

- The Service Boards should also be involved in the decision making process in regards to the coordination of various funding programs. Currently, under the RTA Community and Subregional Planning programs, the Service Boards have significant input in the selection of projects as well as serve on the technical advisory committees of the projects providing valuable technical support on many transit-related issues. We would like this arrangement to continue (and be enhanced) under a new joint funding program that would be created as a result of the coordination of funding sources.

[1] http://www.rtachicago.com/initiatives/funding-programs.html

Page 61

- Note that Metra's past experience indicates that riders will walk up to 1 mile or more to access commuter rail stations in the Chicago region. In Metra's 2006 Origin Destination Survey, 28% of Metra riders walking to their boarding station come from more than ½ mile away.

Page 63

- Add Metra, CTA, and Pace to the list of implementers or at a minimum the transit agencies should be stated as partners for the first and third action items. See comments above to page 58 for further explanation.

Page 67

- Revise the action to "Encourage supportive land use planning before new transit investment is made." Not all transit station areas can be TOD. Some stations will need to provide significant amounts of parking for transit riders who live beyond a walkable distance and do not have access to feeder bus connections.

Page 164

- Although "the MPO also can, in theory, disallow the inclusion of projects that fail to support the plan," a majority of the members of the MPO Policy Committee would need to vote to approve such an action. The past working relationship among committee members would endeavor to discourage non-supportive projects from coming forward before the need to vote against them.

Page 171

- Another, more local, example of a public-private partnership (PPP) is the Metra-Union Pacific Railroad partnership to make improvements on the UP-W Line.

Pages 174, 213

- In the section titled "Revise the federal "New Starts" program for transit..." It may be preferable if FTA created a new more streamlined funding program to support reinvestment in existing infrastructure.

Pages 177, 213, and 219

- Congestion pricing revenues should also be available to fund existing transit service in the corridor and throughout the network as travelers who choose transit due to the road pricing strategy may have to connect with service in the corridor to or from other transit service. A fully functional transit network is needed to provide an alternative to the priced road, not only additional transit service in the corridor.

Page 178

- In the last action, "Require that subregional planning studies include a parking pricing component... ", we recommend that this be changed to "Encourage subregional planning studies to include a parking pricing component..." Some subregional planning studies may be focused on transit improvements where a parking pricing component is not appropriate.

Page 180

- The reasonably expected sources of revenue enhancement only include an additional 10% over the core revenues. We recommend that CMAP be more aggressive in the assumptions for new sources of revenue for transportation projects.

Page 181

- A pie chart showing the three categories of spending (major capital, systematic enhancements, and operating and capital maintenance) as has been previously created by CMAP staff, would help to clarify the data for the reader.

Page 189

- The EOWB description should reflect that both new expressway corridors include the reservation of the median for future transit operations of a mode yet to be determined.

Page 193

- Please note that the Englewood Flyover, mentioned in the description of Rock Island Improvements, has already been funded with a $133M High Speed Rail grant and is currently under design with construction to begin in Fall 2010.

Page 194

- Change the following sentence to: "Three additional stations will be added to the line: Prairie Grove and Johnsburg on the McHenry branch and Ridgefield on the main line.
- Please replace "moving" in the UP-West section with "reconstructing".

Page 196

- We have significant reservations regarding the STAR Line, SouthEast Service, BNSF Extension, and Metra Electric Extension projects being placed in the fiscally unconstrained category. As you are well aware, placing these projects in the fiscally unconstrained category jeopardizes the ability of these projects to advance into Phase I engineering via the FTA New Starts process or to be placed in the TIP to be able to be funded via other federal transportation funds.

Page 197-198

- Insert "Improvements" after "Heritage Corridor" in the 10th bullet point.
- Identify the proposed locations for the extensions of the BNSF Extension (to Oswego) Metra Electric District (to Peotone) Milwaukee District North (to Wadsworth), Milwaukee District West (to Huntley/Marengo and Hampshire), Rock Island (to Minooka), and SouthWest Service (to Midewin).

Page 203

- Metra serves 240 stations throughout the region and averages 312,700 rides per weekday.

Page 204

- It would be useful to discuss the major need for the state capital plan and that we have been without one since Illinois First.

Page 207

- The first full paragraph discusses an opportunity to install real-time vehicle arrival signs. Please note that Metra has already undertaken significant efforts to increase the availability of real-time transit information. The "Voice of Metra" and the public information displays announce any train delays, both in audio and visual format, respectively. There are also automated audio train announcements at each station that have been recently installed throughout a majority of Metra's

system (except for the terminal stations and the MED Line). These announcements inform Metra riders of when each train is arriving into a station based on the location of the train. Metra has recently made updates to its website to offer service alerts and real time service delay updates via "My Metra" account e-mail and Twitter alerts. The website enhancements also included a new dedicated website that is streamlined to be compatible with iPhones, Blackberries and any other portable web-enabled devices

- Please revise to "RTA should work with the Service Boards and other stakeholders to implement this improvement." [integrated fare coordination]

Page 208

- *GO TO 2040* "recommends pursuit of managed lanes or multimodal corridors on I-90, I-290, and I-55. These may ultimately feature full BRT service, with high-quality stations, extensive park-and-rides and transfer options, and features that give buses priority, but express bus service should be initiated in the interim as these full BRT systems are being planned." Please note that rail service is currently being evaluated as the preferred option for high quality transit service in the I-90 corridor. This statement should be modified to reflect that rail may be the long-term transit solution instead of BRT.

Page 213

- "Strengthen RTA efforts on financial oversight..." The recent funding crisis has highlighted the importance of this responsibility. In collaboration with the service boards, the RTA should focus its efforts on addressing the system's fiscal health, including increasing efficiencies and limiting cost increases moving forward." Please see our comments above to pages 9, 160, 168, 174, and 199.

Page 214

- Please also see comments on page 207 related to traveler information systems. In addition, Google Transit, RTA Trip Planner, and GoRoo (also operated by RTA) are all useful websites to obtain traveler information.

Page 217

- Revise the second action item to "encourage supportive land use planning before new transit investment is made".
- Although Metra fully supports affordable housing near transit stations, we feel that issues and guidelines related to housing affordability should be handled by other regional agencies, including CMAP, and the communities themselves as we believe that it is outside of Metra's purview to establish housing affordability guidelines for the region (last action item).

Page 223 and 236

- It is important to note in this plan that the many of the freight recommendations deal with reducing passenger train and freight train conflicts.

Pages 300, 309, 310, and 361

- It seems that existing data management (RTAMS) and traveler information websites (Google Transit, RTA Trip Planner, and GoRoo) should be highlighted in Section 11.0 – Improve Access to Information given the many efforts from the RTA, CTA, Metra, Pace, and other regional partners on these websites. Any new efforts from CMAP to improve access to information and data sharing should be coordinated with the existing efforts described above.
- Also see comments to page 207 above.

McHenry County Division of Transportation
Comments provided to CMAP regarding
GO TO 2040 Comprehensive Regional Plan
Public Comment Period: June 11 to August 6, 2010

Page 32: Transportation Challenges and Opportunities

- *"Transit is a central part of our future prosperity and livability, it provides a far cheaper transportation alternative than driving, allows commuters to avoid congested roads, raises the value of nearby land, and is a more environmentally friendly travel method than driving alone."*
- For whom is it cheaper – Users? Transit operators? Local government? Other government? Is it actually more cost-effective or efficient?
- "Raises the value of nearby land" should be revised to "can raise the value of nearby land" because it doesn't do that in every case. Specifically, is there any research indicating that this occurs for transit other than rail transit? See a similar statement on p. 61 in the first paragraph under "Link Transit, Housing, and Land Use" – land values are not always higher near transit services.

Page 57-58: Funding and Financial Incentives

- At the bottom of page 57, "GO TO 2040 recommends coordinating these three funding sources [RTA Planning Grants, IDOT's Planning and Research, UWP] to more effectively provide funding and technical assistance for studies and implementation projects that link transportation, land use, and housing, in support of GO TO 2040." CMAP is suggesting a single program combining these funds – are they suggesting a pass-through grant program run by CMAP? Why would this function better than the existing programs? And why is this in the "Land Use and Housing" section, if these are all <u>transportation</u> planning funds?

Page 147: Add Counties to "Support urban agriculture as a source of local food." County Health Departments are critical.
Page 149: Add Counties to "Provide technical assistance to incorporate local food systems in comprehensive plans and ordinances." County Health Departments are critical.
Page 154: Figure 31 the word "much" in the title should be better defined. The graphics do not make sense and aren't very useful without additional information.
Page 156: Regional Mobility – Transportation Investments

- Second paragraph, last sentence: *"The region should strive toward fostering an environment to attract residents who will create innovative new technologies and industries – one where ease of mobility is ensured and where car ownership is not a requirement for living, working, and recreation."*
- These two concepts (creative class & car-free living) are not necessarily related (or if they are, provide a reference for the claim) and this reference to creating a creative class through transportation investments doesn't belong in this chapter and section.

Page 157: Regional Mobility – Transportation Investments

- First full sentence on page: *"The Federal Highway Administration (FHWA) has estimated that congestion pricing could cut annual investment in transportation infrastructure by 28 percent."*
- It may be helpful to add a brief statement here explaining how this will benefit consumers to make the case more clearly.

Page 173: Should HOV lanes be added to Implementation Action Areas? Why aren't HOV lanes explored further?
Page 176: This page contradicts page 172.
Page 178: Regional Mobility – Transportation Investments

- Action: *"Require that sub regional planning studies include a parking pricing component."*
- Would parking pricing be relevant to ALL sub regional planning studies? Here, and anywhere else where parking pricing is discussed, more info should be included on how parking pricing could work throughout the region. Does it make sense to include this at the edges of metro areas, such as Harvard? Maybe the requirement for sub regional planning studies is that they examine "parking management options" that can include parking pricing.

Page 181: Regional Mobility – Transportation Investments

- Last paragraph on this page: *"This fact requires the region to find more cost efficiencies and to implement more aggressive strategies like congestion pricing and parking pricing."*
- These two strategies were included in the "reasonably expected revenues" so explanation is needed as to how they are also "more aggressive strategies".

Page 183: Regional Mobility – Transportation Investments

- Under "Definition of Major Capital Projects": *"Arterial expansions and intersection improvements are not defined as major capital projects..."*
- Clarify whether arterial expansions and intersection improvements were included in the Safe and Adequate (Capital Maintenance)" expenditures or if they were not included at all in the cost estimates.

Page 187: UPNW improvement goes to Harvard
Page 194: Regional Mobility – Transportation Investments

- End of paragraph under "Metra UP Northwest Improvements/Extension" has two periods.

Page 201: Regional Mobility – Public Transit

- Figure 36 – Regarding the chart on the right, the header "Transportation Policy" doesn't seem self-explanatory. What does "Maximize" or "Increase" *Transportation Policy* mean?

Page 203: Under 6.2 Current Conditions information about County, municipal, and township programs would be valuable. Transit service is provided by more than three agencies.

Page 213: townships and human service agencies need to be added to "Use other innovative funding sources"

Page 214: Add counties, municipalities, and townships to "Focus investments on maintenance and modernization" and "Establish seamless coordination between modes".

Page 215: Add counties and municipalities to "Prioritize among potential bus service increases, extensions... etc."

Page 216: Add counties to "Align funding...", "Identifies and exploit... etc.", and Use livability... etc."
Page 217: Add counties to "Promote housing.. etc."

Page 225: Isn't Rockford, Milwaukee, and Gary part of the Chicago Airport System? Saying we need the South Suburban Airport because O'Hare is limited is a little awkward. Gary is 20 miles from the loop, Peotone is over 30 miles, Milwaukee and Rockford are around 75 miles for the loop.

Page 368: Context and Best Practices – Counties and Councils of Government

- In the second paragraph under "Transportation Finance", *"STP funds can be used to improve arterial and collector streets or to implement transportation control measures, like bicycle facilities, commuter parking lots for suburban transit, or similar strategies."*
- Is the phrase "transportation control measures" appropriate, especially for bicycle facilities? Is the goal to control or manage *congestion* rather than *transportation*?

Page 368: Context and Best Practices – Counties and Councils of Government

- Under public transit, a brief discussion of the role of counties as a funding partner for public transit and their role in policy decisions for transit is lacking.

Page 381: Local Food – Why stop at small-scale food production? Municipalities could encourage large-scale hydroponic operations. Also, we should be encouraging bee-keeping throughout the area.

To whom it may concern:

I have two comments regarding the "Transportation Conformity Analysis for the $PM_{2.5}$ and 8-hour Ozone National Ambient Air Quality Standards" document.

- In Section 3.1 Consultation Process, I think the discussion of the Tier 2 participants should include the state and local partners and not just the federal representatives. Thus the sentence could read "Tier 2 participants include federal representatives from USEPA's Region V office and USDOT representatives from the Chicago Metro Office and the IEPA, IDOT, RTA and CMAP."

- Although not required to be included since the proposed budgets have not been finalized or determined adequate, the plan could acknowledge under Section 10.2 PM2.5 Conformity Results, that the Illinois EPA is in the process of finalizing a Maintenance Plan for the PM2.5 NAAQS which includes motor vehicle emissions budgets for the direct PM2.5 and NOx emissions for the years 2008 and 2025. The proposed budget numbers, listed below could also be included in a matrix similar to Table 5 along with the Table 5 plan year emissions estimates. A conclusion could then be included that the GOTO 2040 Plan meets not only the motor vehicle emissions estimates currently in force, but the more stringent levels in the draft Chicago PM2.5 Maintenance Plan State Implementation Plan (SIP) currently proposed. I think that the incorporation this more up-to-date recent air quality planning information would be advantageous since the SIP will likely be finalized and submitted to the USEPA by the time the MPO Policy Board acts to adopt the GO TO 2040 plan and the current PM2.5 conformity test figures, albeit legal, are 8 years old.

Chicago PM2.5 Draft Maintenance Plan
Proposed Motor Vehicle Emissions Budgets (TPY)

	Direct PM2.5	NOx
2008	1,816	99,627
2025	1,064	23,687

Please let me know if you have any questions regarding these comments.

****

Mike Rogers
Illinois EPA, Bureau of Air
1021 North Grand Avenue East
Springfield, IL 62794-9276

phone: 217 524-4408
fax: 217 557-2559
e-mail: michael.rogers@illinois.gov

Village of Montgomery

Village Board

Marilyn Michelini
Village President

Barbara Argo
Village Clerk

Trustees:
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Peter Heinz
Andy Kaczmarek
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Anne Marie Gaura
Village Manager

Mera Johnson
Asst. to the
Village Manager

Dan Meyers
Acting Chief of Police

Mike Pubentz
Dir. of Public Works

Jane Tompkins
Dir. of Community
Development

Jeff Zoephel
Dir. of Finance

August 6, 2010

Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: Public Comment on the GO TO 2040 Plan

Dear Mr. Blankenhorn:

I am writing on behalf of the Village of Montgomery and Board of Trustees to provide comment on the GO TO 2040 Plan.

The Village would like to thank the Chicago Metropolitan Agency for Planning (CMAP) for its dedication and commitment to planning in the region and its efforts in the creation of this plan. The Village understands the plan's importance and significance for planning for the future of the region. It is a great frame work for the region and will serve as a transition from Daniel Burnham's plan for Chicago.

The Village does have some areas of interest it would like addressed in the plan and offers the following for consideration:

In 2009 the Village approved a study for a future park-n-ride and Metra station in its downtown. This study was supported by Metra, the Regional Transportation Authority and PACE in order to promote alternative transportation options through transit oriented development practices while strengthening the area's economic base. The GO TO 2040 Plan discusses various transportation capital improvement projects, some of which are listed on the Fiscally Unconstrained project list. One of those projects is the extension of the Burlington Northern Santa Fe Railroad Line south from Aurora. The project description only discusses an extension to Oswego and Plano. The Village respectfully requests that Montgomery be added to that project name and description due to this study and the support it received from the region's transportation agencies. The Village believes it will have a fully operational Metra station by 2040 and believes it is critical for the Village to be included on this capital project list.

Another area of concern is the Prairie Parkway project. While this project is also on the Fiscally Unconstrained project list, the Village, through the Metro West Council of Government, has shown support for this project and asks that more emphasis be placed on such a significant project. The construction of the highway would create jobs and generate considerable economic activity for the Chicago metropolitan area, while

200 N. River Street • Montgomery, IL 60538 • 630-896-8080 • Fax 630-896-0791
www.ci.montgomery.il.us

providing a new roadway that would alleviate congestion in the region. Completion of the road would also implement an important component of the Burnham Plan, which called for a major north-south route on the western perimeter of the Chicago area.

A final comment is in regards to future growth west of the identified geographic region in the GO TO 2040 Plan. The Village believes that as growth continues it will reach DeKalb County by 2040. CMAP should consider adding DeKalb to its future geographic region as the Village believes it will play a pivotal role in the region's future. Proper planning should be undertaken to provide for adequate services and infrastructure to support the anticipated growth.

It has been a pleasure working with CMAP on this project and the Village looks forward to the continued cooperation between our agencies and the successful growth of our region through the implementation of this plan.

Sincerely,

Marilyn Michelini

Marilyn Michelini
Village President

Cc: Village of Montgomery Board of Trustees
Karen McConnaughay, Kane County Board Chair
Anne Vickery, Kendall County Board Chair
Anne Marie Gaura, Village of Montgomery Village Manager
Jane Tompkins, Village of Montgomery Director of Community Development

Cook DuPage
Corridor

Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
Willis Tower, 8th Floor
233 S Wacker Drive
Chicago, Illinois 60606

Dear Mr. Blankenhorn:

August 6, 2010

The Cook DuPage Corridor has been studied for years by numerous agencies and local governments. In recent years, these stakeholders have taken a collaborative approach to examining this heavily traveled part of the region under the auspices of the *Cook DuPage Corridor Study*, initiated by the Regional Transportation Authority (RTA) in 2006. The *Study* has at its heart the goal of improving mobility throughout this regionally important corridor. As the *Study* has progressed, the Cook DuPage Corridor Policy Committee has played a central role in examining the Corridor's problems, building consensus around solutions, setting priorities for transportation improvements, and promoting implementation. The Policy Committee is comprised of 11 elected officials representing county and municipal government in Cook and DuPage Counties, including the City of Chicago. The Policy Committee is supported by a Technical Committee, comprised of twenty-four professionals from municipal, county, regional, state, and federal government, operating agencies and planning agencies. In 2008, the Policy Committee approved the *Cook DuPage Corridor Action Plan*[1], which identifies the most effective and desired multi-modal solutions to the mobility issues of the Corridor.

Several of the capital projects identified as priorities in the *Action Plan* appear in the Chicago Metropolitan Agency for Planning's (CMAP) draft *Go To 2040 Plan*, specifically in the section on Regional Mobility. We, the members of the Cook DuPage Corridor Policy Committee, appreciate having this opportunity to express our comments regarding the

[1] Regional Transportation Authority. Cook DuPage Corridor Action Plan. 2008.

draft *Go To 2040 Plan* and how it will impact the Cook DuPage Corridor and the entire Chicago region.

We understand that since there is insufficient funding available to support all major capital projects, a prioritization of major projects is necessary, and that CMAP's evaluation of major capital projects is intended to help the region set priorities. We support CMAP's efforts to focus regional resources on projects with the greatest positive impact on the region. Additionally, we support CMAP's general approach to using improved methods – including performance metrics tied to desirable regional outcomes – to identify, prioritize, and advance projects of greatest benefit to the region. However, we believe this process can be explained more effectively in the current version of the plan and improved upon for future updates to the plan.

Capital Projects Evaluation: The draft *Go To 2040 Plan* should more clearly outline how major capital projects were evaluated, from start to finish of the evaluation process. For example, it should provide an explanation of how the projects were selected for evaluation, what criteria were used in the evaluation, and the results of the evaluation. In addition, CMAP could strengthen the plan by describing how and to what degree the major capital projects achieve the goals and objectives outlined in the draft plan. Finally, the draft plan should make it clear what process will be used for future plan modifications and amendments.

Clarification of Fiscally Constrained vs. Unconstrained Projects: CMAP should clarify how major capital projects were designated as fiscally constrained versus fiscally unconstrained. For example, several projects listed as fiscally unconstrained are actually farther along in the engineering process than those listed as fiscally constrained. It is our understanding that placement on the list of fiscally constrained projects is a key element of the Federal Transit Administration planning and programming mandates; thus, it would appear that being listed as an unconstrained project will actually prevent a transit project from advancing into Phase 1 engineering. The draft plan would benefit from an added explanation of how transit projects can advance in planning without being listed as fiscally constrained in the 2040 plan.

Reference to Priorities In Addition to the Capital Projects: The lists of fiscally constrained and fiscally unconstrained major capital projects exist in a broader context alongside other lists of priorities within the region – i.e. RTA and IDOT's Strategic Improvement System, CMAP's Transportation Improvement Program, etc. The draft plan would benefit from an added explanation of how these lists (and their funding sources) interact and impact each other.

Regional Leadership: Ultimately, the Cook DuPage Corridor Policy Committee believes that CMAP and the *Go To 2040 Plan* should guide the process for determining future regional transportation priorities. The *Go To 2040 Plan* should not simply be a place for the transportation agencies to list their capital priorities. It should reflect the results of a dynamic and inclusive process that responds to the changing needs of the region as voiced by a broad-based partnership of communities, organizations, and agencies. Furthermore, we would encourage CMAP to conduct on-going outreach to these partners and seek feedback from their unique perspective not only on how plan implementation is progressing but also on what major capital projects should be considered in future plan amendments and updates.

The Cook DuPage Corridor Policy Committee appreciates CMAP's ongoing willingness to accommodate our concerns about the I-290 project as included in the list of fiscally constrained projects. We hope that we can continue to work with CMAP to address issues of concern to improve the overall transportation system in the western suburbs and the Chicago region.

Thank you again for this opportunity to comment on CMAP's draft *Go To 2040 Plan*. If you have any questions or concerns, please feel free to contact Patrick Higgins, Chair of the Cook DuPage Corridor Technical Committee at (708)-246-1800 ext 169 or prhiggins@wsprings.com.

Sincerely,

Paul Fichtner, Chair
Policy Committee
Member, DuPage County Board

David Pope, Vice Chair
Policy Committee
President, Village of Oak Park

MEMBER COMMUNITIES
Bellwood
Berkeley
Berwyn
Broadview
Brookfield
Cicero
Countryside
Elmwood Park
Forest Park
Forest View
Franklin Park
Harwood Heights
Hillside
Hodgkins
Indian Head Park
LaGrange
LaGrange Park
Leyden Township
Lyons
Lyons Township
Maywood
McCook
Melrose Park
Norridge
Northlake
North Riverside
Oak Park
River Forest
River Grove
Riverside
Rosemont
Schiller Park
Stickney
Stone Park
Summit
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Western Springs
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Westchester

EXECUTIVE DIRECTOR
Richard F. Pellegrino

WCMC
WEST CENTRAL MUNICIPAL CONFERENCE

2000 Fifth Avenue, Building N
River Grove, IL 60171
ph 708/453-9100 fax 708/453-9101
www.westcook.org

July 13, 2010

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear Mr. Blankenhorn,

The West Central Municipal Conference (WCMC) is a regional council of government (COG) serving the communities of west suburban Cook County. The WCMC serves 41 municipalities and townships, covering over 200 square miles situated between the City of Chicago and collar counties surrounding Cook County. The residential population of more than 560,000 is diverse, both in terms of its economic, racial and ethnic composition and in its transportation needs. The WCMC would like to express our concerns regarding CMAP's draft 2040 Plan that was released for public review and comment.

The WCMC would like to begin by thanking CMAP for addressing our concerns about listing the I-290 corridor project as a managed lanes project. We appreciate CMAP reexamining this issue and working with IDOT to change the title to multi-modal facility which more accurately reflects the focus of IDOT's Phase 1 I-290 study.

At this time the WCMC would like to express our concern that the Major Capital Projects proposed in CMAP's GoTo 2040 Plan will have a profound impact on our existing transportation system including the arterial road network. Not only will these projects affect our roads but projects will have a substantial impact on local land use. The WCMC requests that CMAP consider local land use plans and local concerns when considering major capital investments.

MEMBER COMMUNITIES
Bellwood
Berkeley
Berwyn
Broadview
Brookfield
Cicero
Countryside
Elmwood Park
Forest Park
Forest View
Franklin Park
Harwood Heights
Hillside
Hodgkins
Indian Head Park
LaGrange
LaGrange Park
Leyden Township
Lyons
Lyons Township
Maywood
McCook
Melrose Park
Norridge
Northlake
North Riverside
Oak Park
River Forest
River Grove
Riverside
Rosemont
Schiller Park
Stickney
Stone Park
Summit
Westchester
Western Springs
Willow Springs

ASSOCIATE MEMBERS
Brookfield Zoo
Triton College
Morton College
Norwood Park Twp Hwy Dept.
Proviso Twp
Stickney Twp

PRESIDENT
James Discipio
LaGrange Park

VICE PRESIDENT
Marilynn May
River Grove

TREASURER
Roy F. McCampbell
Bellwood

PAST PRESIDENT
Paul Gattuso
Westchester

EXECUTIVE DIRECTOR
Richard F. Pellegrino

WCMC
WEST CENTRAL MUNICIPAL CONFERENCE

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www.westcook.org

In addition, the WCMC has concerns that the GoTO 2040 Plan does not adequately address the non-traditional commute. Studies, such as those done by the Cook DuPage Corridor, show that there are a number of large employment centers outside of the City of Chicago that are affecting travel patterns and commute times. The WCMC has concerns that there are not enough North-South improvements listed in the plan to address the commutes to these employment centers.

Again, thank you for this opportunity to express our concerns regarding the Major Capital Projects that will be included in CMAP's GoTo 2040 Plan. The WCMC looks forward to being an active part in improving the transportation and land use needs of our region for the future.

Sincerely,

Richard F. Pellegrino
Executive Director

Patrick Higgins
Chair, Transportation Committee
Village Manager, Western Springs

cc: Alan Bennett
Russ Hartigan

From: David Moehring [DMoehring@rada-arch.com]
Fri 8/6/2010 10:50 AM
Subject: Comment on GO TO 2040 plan

See the attached for more detail regarding these comments; In general, the Draft report should address the following:

1. Relative to the optimal scenarios identified through Metro Quest input noted in the December 4, 2009 "invent the Future Summary Report", how does the 2040 plan recommendations reduce land consumption, reduce single-occupant vehicles, reduce commute time, and reduce energy and water use?

2. How does the report acknowledge Chicago's need for greater connectivity between the airports, the Loop, and McCormick Convention Center?

3. What specific attributes of the Plan promote the specific use of transportation alternatives in lieu of low-occupancy vehicles?

4. (page 197) What attributes or findings make the "Blue Line West Extension" project currently unfeasible or "fiscally unconstrained"?

5. Are the metropolitan Chicago interstate Oasis good opportunities to provide auto parking and dedicated High Speed Rail service to the proposed West Loop transportation hub?

(See attached concept to provide dedicated west interstate node Oasis transit rail to the West Loop Transportation Center. This quick, convenient, world-class, and reliable service is intended to provide a frequent non-stop 15-20 minute shuttle between a key commuter hub and the Downtown business center... and may also be extended as a dedicated 'bridge' the airports with the Loop.)

6. Should privately-funded alternative energy enterprises be considered to utilize transportation corridor air-rights to harness photovoltaic and wind power generation?

LEGEND:

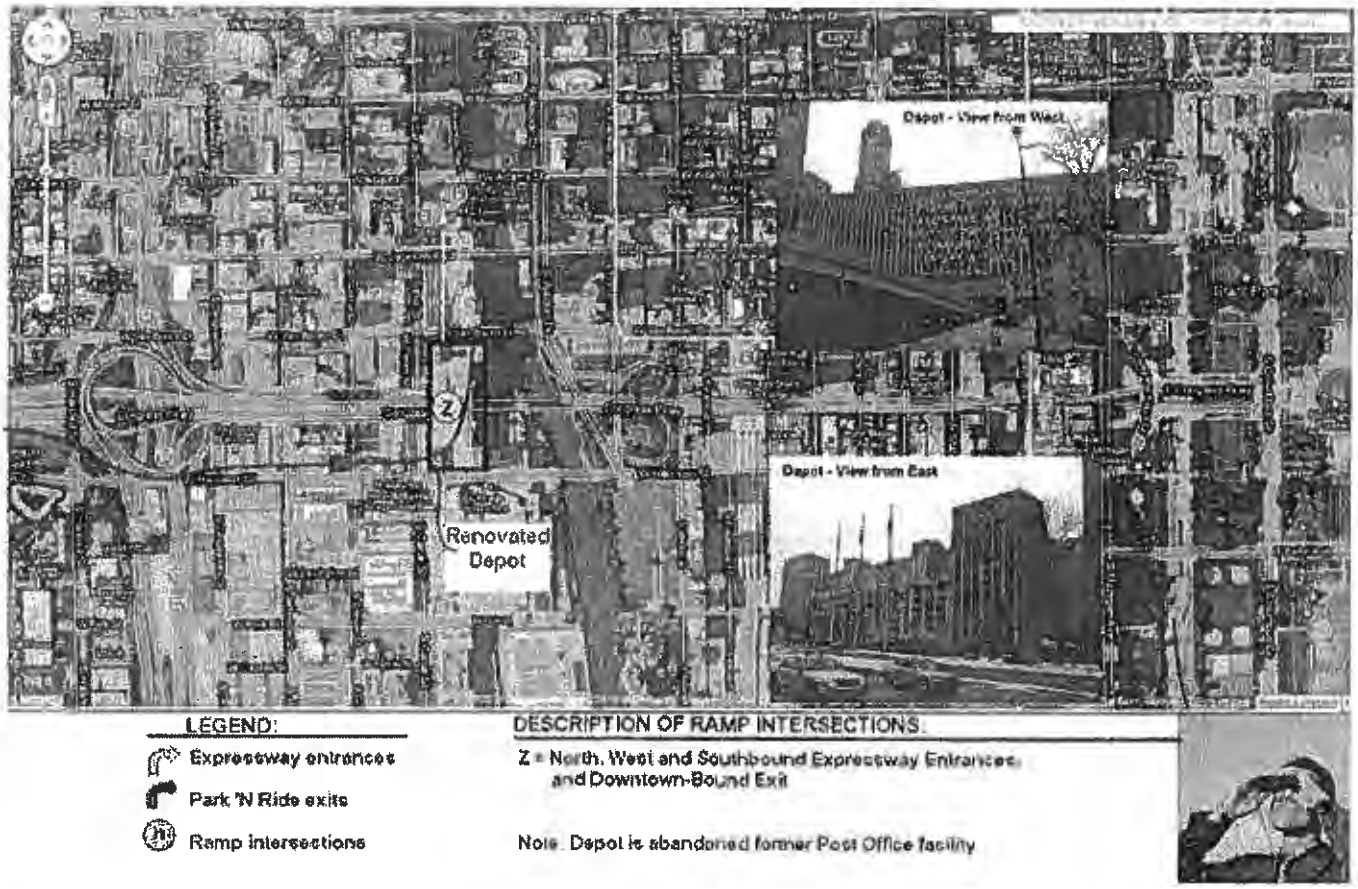
- Expressway entrances
- Park 'N Ride exits
- Ramp intersections

DESCRIPTION OF RAMP INTERSECTIONS:

A = Eastbound express entrance: Southbound parking exit

B = Northbound express entrance: East and Northbound parking exit.

C = West and Southbound express entrance: Westbound parking exit.



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PART I: Steering a Vision toward the Future

The Chicago Metropolitan Agency for Planning (CMAP), has released the draft of the 2040 plan for public review and comment by August 6, 2010. Once approved, CMAP will be responsible for reviewing and approving projects that use federal transportation dollars through 2040. Such expenditures are currently budgeted to be $385-billion.

Of key interest within the Report Draft are the following statements:

> *"Our vast transportation network is key to the region's prosperity, but has fallen behind other industrialized parts of the world, many of which have invested significantly to create, operate, and maintain modern, world class systems."*

"CMAP seeks a world-class transit system in our region, making transit the preferred option for as many of the region's residents as possible."

CMAP should elaborate how these statements (from the "executive summary" pages 7 and 8 of the Draft Go To 2040 Plan) are manifested in their recommended transit improvements shown in Figure 35 of the Plan (and described on pp. 180-194.) With currently less than 35 percent of region's residents using transit, what recommendations are provided within the report to meet CMAP's stated objectives?

Moreover to the comparison with other parts of the world, how has the Chicago Metropolitan area kept pace with nearby cities like Minneapolis and St. Louis, who have invested in high-value and quick-commute transit options to their business and governmental centers?

Additionally, what specific project recommendations of the draft 2040 Comprehensive Regional Plan addressed the growing economic, demographic, and environmental demands of the region for affordable commutes, accessible transit, and independence on non-renewable energy resources?

Finally, how does this plan reflect the attitudes of the next generation who will be directly impacted by the consequences of projects recommended within the 2040 plan? Interviewing a sampling of the region's grade school children, one will quickly learn of their intense concern for the dwindling natural resources, excessive consumption trends, and accumulated environmental damage and waste.

The 'planning' foresights of the 2040 plan, in regard to the above inquiries, are overly conservative and do not provide the direction this region needs to prosper in changing times. Although CMAP's stated objectives are forward-thinking, the bulk of the recommended transit-related capital projects are props for the current irresponsible lifestyles typecast by the suburban – urban commuter.

Our nation has a history of bold moves that resulted in long-term monumental economic and environmental benefits.

- Had we not, the solution of the Hoover Dam could have been overlooked by more traditional approach of the period… building multiple coal-burning energy plants.
- Had urban planners not invented the interstate system, we might have been today bumper-to-bumper on stressed traffic lanes of Route 66 and Highway 41.
- Had Chicago not invested in the elevated rail and subway, the Downtown Loop may have easily lost its ability to sustain the density vital as the economic hub of the region.
- Had new visions been "value-engineered" during the planning of Millennium Park, our new current cultural center would never have replaced the deep rail and parking ditch that constrained the City from its Lakefront.

To put it into this perspective, the CMAP draft planning report needs substantial enhancements from its current limited and innovatively-constrained transit recommendations in order to make a real difference on this region's future. Foremost, CMAP or some other entity must provide the

leadership to marry the multitude of transportation initiatives into a coherent master plan and vision. A coordinated effort is required utilizing common 'performance-driven criteria' (phrase from "Executive Summary" p. 8) from various transportation and planning agencies including IDOT, Amtrak, Metra, RTA, the Midwest High-Speed Rail Association, and Will County and DuPage County Corridor Study planners. If our history prevails, with an integrated and coordinated plan in place, financing strategies will follow. If not, it will yet be another legacy for the next generation to resolve.

PART II: The Right Way or the Highway

There are numerous references in the CMAP 2040 planning document relative to energy and environmentally conscience solutions to the urban future of the area. In this vein, CMAP also reports that the majority of metropolitan area respondents to public participation programs echo the need for greater transportation options in lieu of the traditional roads and highways for inefficient low occupancy transit and freight vehicles.

Despite this sound and reasonable theology, the recommended 'fiscally sound' solutions identified in 'Regional Mobility' Section 5.6 - 'Cost and Financing' and Figure 35 of the CMAP 2040 Draft Plan (pp. 180-194) suggests only a few alternative transit related projects compared to the multiple upgrades to existing roads and highways.

- Roads and Highways for 2040:
    - IL 53 North and IL 120
    - Elgin O'Hare Expressway
    - I-190 access
    - Add lanes to I-80
    - Add lanes to I-88
    - Add lanes to North I-94
    - Add interchange at I-57 and I-294
    - Provide "Managed Lanes" along I-55
    - Provide "Managed Lanes" along I-90

- Alternative Transit for 2040:
    - CTA Red Line Extension
    - West Loop Transportation Center
    - CTA North Purple and Red Line Improvements
    - Metra Rock Island Improvements
    - Metra UP North Improvements
    - Metra UP Northwest Improvements and Extension
    - Metra UP West Improvements
    - I-290 Multimodal corridor provisions

Regarding the I-290 (Eisenhower) Corridor, for example, the draft report states that the *"the [I-290] project should require careful attention to minimize project impacts on adjacent communities and preserving options for transit in the Corridor."* The report refers to IDOT's phase I engineering work for the modes to be chosen and goes on to state that *"a multimodal approach is favored over simply adding lanes to the highway."*

To exemplify the under-allocation of transportation-related improvements, CMAP reminds us that the all of the recommended major capital projects, whether vehicular or alternative transit, account for only 2.7 percent of the total government-funded projects (p. 181). Obviously the maintenance of existing thoroughfares is very important. It suggests, however, that more revenues should be generated (rather than shifting a portion of the current 97.3-percent allocation

for repairs) toward projects that will make significant positive impact to communities, their residents, and the global environment.

Regarding the above, the Draft report should address the following:

1. *Relative to the optimal scenarios identified through Metro Quest input noted in the December 4, 2009 "invent the Future Summary Report", how does the 2040 plan recommendations reduce land consumption, reduce single-occupant vehicles, reduce commute time, and reduce energy and water use?*
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6. *Should privately-funded alternative energy enterprises be considered to utilize transportation corridor air-rights to harness photovoltaic and wind power generation?*

From: David Moehring [mailto:DMoehring@rada-arch.com]
Sent: Wednesday, July 21, 2010 2:32 AM
To: Cole@oak-park.us; Bob Dean; kapala@pnworld.com; pete.harmet@illinois.gov; rkuner@comcast.net; dpope@oak-park.us; frank.guzzo@siemens.com; flbrandstrader@comcast.net
Cc: abalasu@buildordie.com; martin.fka@gmail.com
Subject: RE: CMAP GoTo 2040 Public Comment Period

See the attached proposed two part commentary and inquiry regarding the CMAP draft of the GO TO 2040 comprehensive regional plan that is now available for public comment <http://www.goto2040.org/plandocs/> through August 6, 2010.

Rick Kuner of CAT and others were in attendance at the July 20 program that took place at the Cicero Community Center, 2250 South 49th Avenue. Thanks to the Village of Oak Park for the head's up to these programs... which may not otherwise be highly publicized.

Needless to say, the content of the CMAP draft 2040 report is vast... and difficult to publically review within the two-hour period. Individual questions and concerns brought up during and after the presentation are sometimes difficult to address fully or satisfactorily.

In general, the key point of the attached letter stress that CMAP has done a thorough job on communicating the values and desires of the communities. It is not so clear, however, how this manifests itself in allocated-funds project initiatives.

It will be interesting to see next week in what way IDOT responds to the Report in terms of the identified Multimodal I-290 plan identified as one of the 'fiscally constrained" transportation projects.

Best Regards,

David Moehring, AIA, NCARB, LEED GA

312-965-0634 (m) 312-856-1978 (f)

From: David Moehring [DMoehring@rada-arch.com]

Thu 7/22/2010 8:22 PM

Subject: Comment and questions (part 1 of 2) on GO TO 2040 plan

PART I: Steering a Vision Toward the Future

The Chicago Metropolitan Agency for Planning (CMAP), has released the draft of the 2040 plan for public review and comment by August 6, 2010. Once approved, CMAP will be responsible for reviewing and approving projects that use federal transportation dollars through 2040. Such expenditures are currently budgeted to be $385-billion.

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>
> *"CMAP seeks a world-class transit system in our region, making transit the preferred option for as many of the region's residents as possible."*

CMAP should elaborate how these statements (from the "executive summary" pages 7 and 8 of the Draft Go To 2040 Plan) are manifested in their recommended transit improvements shown in Figure 35 of the Plan (and described on pp. 180-194.) With currently less than 35 percent of region's residents using transit, what recommendations are provided within the report to meet CMAP's stated objectives?

Moreover to the comparison with other parts of the world, how has the Chicago Metropolitan area kept pace with nearby cities like Minneapolis and St. Louis, who have invested in high-value and quick-commute transit options to their business and governmental centers?

Additionally, what specific project recommendations of the draft 2040 Comprehensive Regional Plan addressed the growing economic, demographic, and environmental demands of the region for affordable commutes, accessible transit, and independence on non-renewable energy resources?

Finally, how does this plan reflect the attitudes of the next generation who will be directly impacted by the consequences of projects recommended within the 2040 plan? Interviewing a sampling of the region's grade school children, one will quickly learn of their intense concern for the dwindling natural resources, excessive consumption trends, and accumulated environmental damage and waste.

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related capital projects are props for the current irresponsible lifestyles typecast by the suburban – urban commuter.

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To put it into this perspective, the CMAP draft planning report needs substantial enhancements from its current limited and innovatively-constrained transit recommendations in order to make a real difference on this region's future. Foremost, CMAP or some other entity must provide the leadership to marry the multitude of transportation initiatives into a coherent master plan and vision. A coordinated effort is required utilizing common 'performance-driven criteria' (phrase from "Executive Summary" p. 8) from various transportation and planning agencies including IDOT, Amtrak, Metra, RTA, the Midwest High-Speed Rail Association, and Will County and DuPage County Corridor Study planners. If our history prevails, with an integrated and coordinated plan in place, financing strategies will follow. If not, it will yet be another legacy for the next generation to resolve.

David Moehring, AIA, NCARB, LEED GA
Project Management

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Chicago, IL 60601
312-856-1970 (p) 312-856-1978 (f)
www.rada-arch.com

WBE / FBE Firm

This document is open for public comment through August 6, 2010. Comments can be left at our comment page, through an email to info@cmap.illinois.gov, in written form (ATTN: CMAP *GO TO 2040* Draft Plan Comments, 233 South Wacker Drive, Suite 800, Chicago, IL 60606), or using CMAP's general contact form. Feedback will also be accepted at a number of open houses around the region.

From: David Moehring [DMoehring@rada-arch.com]

Thu 7/22/2010 8:21 PM

Subject: Comment and questions (part 2 of 2) on GO TO 2040 plan

PART I: Steering a Vision Toward the Future

PART II: The Right Way or the Highway

There are numerous references in the CMAP 2040 planning document relative to energy and environmentally conscience solutions to the urban future of the area. In this vein, CMAP also reports that the majority of metropolitan area respondents to public participation programs echo the need for greater transportation options in lieu of the traditional roads and highways for inefficient low occupancy transit and freight vehicles.

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    - IL 53 North and IL 120
    - Elgin O'Hare Expressway
    - I-190 access
    - Add lanes to I-80
    - Add lanes to I-88
    - Add lanes to North I-94
    - Add interchange at I-57 and I-294
    - Provide "Managed Lanes" along I-55
    - Provide "Managed Lanes" along I-90

- Alternative Transit for 2040:
    - CTA Red Line Extension
    - West Loop Transportation Center
    - CTA North Purple and Red Line Improvements
    - Metra Rock Island Improvements
    - Metra UP North Improvements
    - Metra UP Northwest Improvements and Extension
    - Metra UP West Improvements
    - I-290 Multimodal corridor provisions

Regarding the I-290 (Eisenhower) Corridor, for example, the draft report states that the *"the [I-290] project should require careful attention to minimize project impacts on adjacent communities and preserving options for transit in the Corridor."* The report refers to IDOT's phase I engineering work for the modes to be chosen and goes on to state that *"a multimodal approach is favored over simply adding lanes to the highway."*

To exemplify the under-allocation of transportation-related improvements, CMAP reminds us that the all of the recommended major capital projects, whether vehicular or alternative transit, account for only 2.7 percent of the total government-funded projects (p. 181). Obviously the maintenance of existing thoroughfares is very important. It suggests, however, that more revenues should be generated (rather than shifting a portion of the current 97.3-percent allocation for repairs) toward projects that will make significant positive impact to communities, their residents, and the global environment.

Regarding the above, the Draft report should address the following:

1. *Relative to the optimal scenarios identified through Metro Quest input noted in the December 4, 2009 "invent the Future Summary Report", how does the 2040 plan recommendations reduce land consumption, reduce single-occupant vehicles, reduce commute time, and reduce energy and water use?*
2. *How does the report acknowledge Chicago's need for greater connectivity between the airports, the Loop, and McCormick Convention Center?*
3. *What specific attributes of the Plan promote the use of transportation alternatives in lieu of low-occupancy vehicles?*
4. *(page 197) What attributes or findings make the "Blue Line West Extension" project currently unfeasible or "fiscally unconstrained"?*
5. *Are the metropolitan Chicago interstate Oasis good opportunities to provide auto parking and dedicated High Speed Rail service to the proposed West Loop transportation hub?*
6. *Should privately-funded alternative energy enterprises be considered to utilize transportation corridor air-rights to harness photovoltaic and wind power generation?*

David Moehring, AIA, NCARB, LEED GA
Project Management

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WBE / FBE Firm

This document is open for public comment through August 6, 2010. Comments can be left at our comment page, through an email to info@cmap.illinois.gov, in written form (ATTN: CMAP *GO TO 2040* Draft Plan Comments, 233 South Wacker Drive, Suite 800, Chicago, IL 60606), or using CMAP's general contact form. Feedback will also be accepted at a number of open houses around the region.

Chicago Metropolitan Agency for Planning

233 S. Wacker Drive, Suite 800
Chicago, IL 60606

www.cmap.illinois.gov

GO TO 2040

GO TO 2040 DRAFT PUBLIC COMMENT CARD

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. By state and federal law, CMAP is responsible for developing *GO TO 2040*, metropolitan Chicago's comprehensive regional plan. In addition to land use and transportation, *GO TO 2040* also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

Residents may submit comments on the *GO TO 2040* website (www.goto2040.org), by email to info@cmap.illinois.gov, by fax to 312-454-0411 or by postal mail by folding this form in thirds, taping closed, placing a stamp and mailing (see reverse side for full address). For more information or assistance, contact CMAP at 312-454-0400.

Between Friday, June 11 and Friday, August 6, 2010 partners, residents and stakeholders have an opportunity to provide input on the draft *GO TO 2040* comprehensive regional plan for northeastern Illinois. Comments must be received by August 6, 2010 at 5:00 p.m.

The CTA Green line Needs to be extended to at least Maywood. This request is based on our research on employment centers for our residents being located along the CTA rail lines. In addition, our residents have a more urban mindset + take bus or CTA more than Metra. Extend the CTA Blue line based on the Village's Master Plan for that area.
Reinvest in an existing Community that truely needs these Services.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Lori Sommers Phone: 708.450.4429

Organization/Affiliation: Village of Maywood.

Mailing Address (Street, City, Zip): 40 Madison St. 60153

Email: LSommers@maywood-il.org.

Subject: Comment on GO TO 2040 plan
From: Libby Ogard [ogard@comcast.net]
Fri 8/6/2010 12:30 PM

1. The Chicago Spur connecting I94 to the Tri-State 294 is an abomination. This should be widened to accommodate at least two lanes of traffic headed eastbound from the toll way to 94 and visa versa. This is one of the largest chokepoints and bottlenecks according to Cambridge Systematics and the delays have been tracked by ATRI. At the toll booth connecting the Spur to 294 at roughly the Waukegon exit there are nearly 10 lanes which all have to merge back into a one lane bridge connecting to 94. This creates travel delay, traffic congestion, harms the environment thru carbon emissions as a result of delayed travelers.

2. Chicago DOT needs to improve their payment can contracting process. Vendors to CDOT are often delayed up to 9 months for pay. This is not acceptable. My credit card and mortgage company does not allow me 9 months to make a payment. Why should I be the "banker"

From: Rick Kuner [mailto:rkuner@comcast.net]
Sent: Wednesday, July 21, 2010 3:20 PM
To: Bob Dean; Info
Subject: Comments on Go To 2040 Draft Plan

Good afternoon,

I have attached the letter from Citizens for Appropriate Transportation with our comments on the Go To 2040 Draft Regional Plan. I attended the Open House in Cicero last night and made some of these comments to the CMAP staff that attended.

I appreciate all the good work that went into the preparation of the Draft Plan. It is a major project to prepare such a plan for such a large region with a complex set of issues.

If you have any questions, please feel free to contact me. Thank you for the opportunity to submit comments.

Rick Kuner, AICP
Citizens for Appropriate Transportation
www.CitizensForAppropriateTransportation.org
rkuner@comcast.net
708/848-0942

Citizens for Appropriate Transportation

728 South Euclid Avenue
Oak Park, Illinois 60304

www.CitizensForAppropriateTransportation.org

This letter is intended for inclusion in the Public Record

July 21, 2010

Chicago Metropolitan Planning Agency
Go To 2040 Draft Plan Comments
233 South Wacker Drive – Suite 800
Chicago, IL 60606

SUBJECT: Go To 2040 Comprehensive Regional Plan Draft

Dear Sir / Madam:

Thank you for the opportunity to comment on the Go To 2040 Comprehensive Regional Plan Draft. We are impressed by the amount of good work represented by the draft and related documents that CMAP prepared.

We have grouped our comments into four categories:

1. The treatment of the I-290 Multimodal Corridor raises a fairness issue.
2. Downtowns are important.
3. We need to strengthen many communities.
4. General Comments.

1. The treatment of the I-290 Multimodal Corridor raises a fairness issue.

In particular, the lists of Fiscally Constrained Major Capital Projects and the List of Unconstrained Major Capital Projects troubles us. Consider the following:

- As part of IDOT's Phase 1 Engineering and Environmental Study, the District 1 office says, "The Phase I Study is taking a fresh look at the current and future transportation needs of the corridor, as required by NEPA and CSS. Although the pavement is nearing the end of its service

life, there is no predisposition toward a highway widening scenario in conjunction with the pavement reconstruction."[1]

- CMAP's List of Fiscally Constrained Major Capital Projects under the heading "Expansions and Improvements" has the I-290 Multimodal Corridor to be completed in the Year 2020. CMAP's List of Unconstrained Major Capital Projects under the heading "New facilities and extensions" has the Blue Line West Extension to be completed in the Year 2040. There is a twenty-year difference between the two projects. Widening the expressway is expected to have funding, but the Blue Line West Extension has no identified source of funding.
- CMAP shows the expressway widening project with a Revenue (Toll Assumption) of 10 percent, but the Blue Line Revenue Assumption is zero percent, despite the fare box recovery requirement in state law.
- IDOT has not made a recommendation for improvements to the Multimodal Corridor pending completion of their studies. Why is CMAP showing widening the expressway by 2020 (with anticipated funding) and a Blue Line West Extension at the very last year (2040) with no identified funding source? Further, you identify the Corridor as multi-modal, but do not recommend funding for a multi-modal solution.
- "Recommended capital improvements also include managed lanes on the I-90 and I-55 expressways and a multimodal corridor on I-290 that may include Bus Rapid Transit (BRT)."[2] The I-290 Corridor already has the CTA Blue Line to Forest Park. BRT that runs into downtown Chicago would compete with the CTA Blue Line, to the detriment of both.
- When talking about the Hillside Strangler improvements, CMAP says, "The data show that there was substantial improvement in travel times for certain time periods on the Eisenhower along the 31-mile segment from the Circle Interchange to the Jane Addams Tollway in Schaumburg. Although traffic volumes have increased significantly, travel times have actually decreased since the improvements."[3] Our understanding is the study shows a minor reduction in travel times.

2. Downtowns are important.

Surprisingly, the Go To 2040 Draft Plan says almost nothing about the importance of downtowns in terms of services, jobs, and tax revenues.

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[1] Letter from Illinois Department of Transportation, Division of Highways / Region One / District One (Diane M. O'Keefe and Peter E. Harmet) to Rick Kuner, Citizens for Appropriate Transportation, February 23, 2010.

[2] Chicago Metropolitan Agency for Planning, "Go To 2040 Comprehensive Regional Plan Draft," Page 200.

[3] Ibid, Page 353.

Downtown Chicago has the largest concentration of jobs in the region. It provides a wide range of services and generates substantial tax revenues. Because of its importance, many of the interstate highways, CTA's rail rapid transit lines, and Metra's commuter lines focus on downtown.

The same arguments apply to the importance of downtowns in suburbs and cities such as Joliet and Waukegan.

The work of David Rusk demonstrates the important relationship between an economically healthy center city and the surrounding suburbs.

Out of curiosity, we used the Adobe "Search Function" for the word "downtown" in the 400+ page Go To 2040 Draft. There are 16 instances where the word "downtown" appears in the document. Nine of the 16 are in the section on Context and Best Practices. None of the 16 stresses the importance of jobs and tax revenues.

3. We need to strengthen many communities.

CMAP says, "For livable communities to take shape, most of our region's future growth should occur in existing communities that are already served by infrastructure."[4] The draft plan is weak on policies that will help strengthen inner city neighborhoods and suburbs with limited demand. Some suburbs do not have a strong tax base. They face increasing expenses and declining revenues. Regional policies should focus on how to increase the demand, livability, and investments in these areas. What policies does CMAP recommend to increase the desirability and affordability of existing neighborhoods?

4. General Comments

We have some general comments:

1. **At 400+ pages, the plan is too long and repetitive.** We suspect the repetitiveness reflects CMAP's desire to allow people to read some, but not all, of the four theme chapters. In addition, there are a large number of stand-alone papers on topics of interest. Very few people will take the time to read every document.
2. **CMAP does not identify which managed lane techniques are suitable for different types of situations.** CMAP says there is a range of improvements possible for managed lanes. Some examples are tolling strategies, Bus Rapid Transit, and special accommodations for truck travel.
3. **Some of the studies that CMAP recommends will be very difficult to do.** Some examples are:

[4] Ibid, Page 27.

- "Expensive new capacity projects should be built only if they yield benefits that outweigh their costs."[5] A true benefit-cost analysis requires all benefits and costs to be measured in dollars. In the public sector, social and political benefits are important, but difficult to measure in dollars. Benefit-Cost Analysis is based on linear marginal utility (i.e., a dollar equals a dollar), which ignores increasing and decreasing marginal utility. The results of a Benefit-Cost Analysis strongly depend on the discount rate and time period selected. There are evaluation techniques that get around these limitations, but it will still be difficult to do this in a credible way.
- "Transportation user fees should better reflect the true costs to congestion, which include lost time and fuel, decreased productivity, inefficient freight movements, and pollution."[6] Congestion pricing is a term that includes many variations. Doing a comprehensive study of every variation will be time consuming and expensive.

4. **Good public policy analysis accounts for the "triple-E's" – efficiency, effectiveness, and equity.** The theme chapter on Regional Mobility starts with the sentence, "This theme addresses the efficiency and effectiveness of our region's transportation system."[7] You mention efficiency (outputs divided by inputs), effectiveness (how well a project performs), but do not mention equity (fairness).
5. **Congestion pricing has some disadvantages.** The Go To 2040 Draft mentions some of the advantages, but to be fair, you should also mention the disadvantages. Some disadvantages include declining average vehicle occupancy (which works against HOV or HOT lanes), increasing vehicle miles of travel (which can increase air pollution), unused capacity, use of HOV or HOT lanes in off-peak periods and in the off-peak direction, ability to generate new car pools as opposed to diverting existing car pools to the HOV or HOT lanes, possible discrimination against people with lower incomes, the need for effective enforcement, the failure of HOV or HOT lanes to link transportation with land use, confusion among users especially during transition periods, and incident management on a single HOV or HOT lane.
6. **Is congestion pricing a good solution in all situations?** What types of congestion pricing are good in different types of situations?
7. **NEPA policy on environmental impacts is Avoid – Minimize – Mitigate. Avoid** negative environmental impacts if possible. **Minimize** negative impacts if you cannot avoid them. **Mitigate** negative impacts if you cannot avoid or minimize them.

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[5] Ibid, Page 8.

[6] Ibid, Page 8.

[7] Ibid, Page 151.

8. **CMAP deliberately decided to prepare a policy plan as opposed to a land use plan.** However, the plan has an expensive list of transportation projects classified as either fiscally constrained or unconstrained. More than likely, CMAP includes the transportation projects because you are the MPO for the Chicago region and are required by federal law to identify major transportation projects.

Thank you for considering our concerns. If you need further information, please feel free to contact either or both of us by telephone or e-mail. In addition, we would be happy to meet with you to discuss these issues in more detail.

Sincerely,

Citizens for Appropriate Transportation

Rick Kuner, AICP
708/848-0942
rkuner@comcast.net

CAT 2010\CAT Ltr to CMAP re Go To 2040 Draft July 2010.docx

From: Jack Saporito [jack@areco.org]
Sent: Wednesday, July 28, 2010 1:05 PM
To: Diana Torres
Cc: Kevin Coates
Subject: RE: Hi Ja--from CMAP
Attachments: Sustainable solutions, no author2.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Diana,

We reviewed it; noting that the report has little airport related issues in it:

1) O'Hare airport should retain the shortened remainder of the NW/SE runway 32L/14R for Fly Quiet morning use (3-6AM), especially for 747's, most of which are freighters.

2) The current Chicago-centric "high speed rail" plan is wrong.
No real high speed, going wrong places and wrong technology. Technology should be Maglev, as essentially recommended by the FRA, as repeated in the below Volpe report excerpt, as referenced in the CMAP "Goto 2040" proposed plan. The current costs for Maglev, including the new technology that makes construction costs comparable or less expensive than that of steel wheels on rail and noting that you can elevate the rail for maglev, but specifically, when considering maintenance and upkeep, are comparable to the low-speed steel wheel on rail alternative. Also, the current proposals will see huge negative impacts including that of trying to avoid safety issues at at-grade crossings.

Maglev is also sustainable than that of steel wheels and accordingly, steel would most likely have to be upgraded to maglev sometime in the near future.

The proposed correct approach is to place the (or a) central Maglev HSR hub at the new O'Hare western terminal/access, sending it west towards Elgin, on an elevated structure running down the planned-to-be-developed Elgin-O'Hare expressway. The current plan is to run rapid transit down the center anyway... put Maglev above it! The Maglev route would continue west, then branch north and south, either before Elgin or west of it, with northerly heading for Rockford, Madison, etc. and southerly heading for Joliet, another main hub, then on down to Springfield/St. Louis and east along Rt. 80. If west of Elgin, it would intersect with the under-development Prairie Parkway road project (generally running south along Rt. 47, towards Joliet). You can then spider teh system from t airport into the City and the communities on the Lake as proposed by Kellogg.

But of course, all of this would require innovation.

I have copied one of the top experts on high-speed rail and maglev; one who has actually been involved in building the systems around the world, Kevin Coates (I only have his cell number available to me now: 202-425-7776).

I have also included a white paper on the issue; one of the problems is that with the planned expansion of several thousands of airports in the US and globally, the air transport monopoly in the US has tried to block resources and need for true high-speed ground travel in the US.

Please let me know if you have any questions.

Jack

-------- Original Message --------
Subject: RE: Hi Ja--from CMAP
From: Diana Torres <DTorres@cmap.illinois.gov>
Date: Fri, July 23, 2010 2:57 pm
To: Jack Saporito <jack@areco.org>

Hi Jack,

Thank you for taking the time to talk with me this afternoon!

On behalf of the Chicago Metropolitan Agency for Planning (CMAP), I wanted to reach out to you because we're trying to schedule meetings with select organizations in the area to discuss the draft version of the *GO TO 2040* plan. I am hoping that you may be available for a 30-45 minute meeting to discuss the areas of priority and concern and how we can make the plan better to support the kind of work you do. Would it be possible to schedule a meeting sometime before August 6 (the date our public comment period closes). We would come to you and can meet with as many people as you would like. The meeting can be as short or as long as you prefer, but we want to make sure we hear from you.

As you may already know, *GO TO 2040* will guide growth in Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties for the rest of this century. In addition to land use and transportation, *GO TO 2040* also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

Per your request, here is a link to the SHORT version of the plan: http://www.goto2040.org/

Below you can find links to lengthier versions of each chapter, where you can click on the areas and issues of interest for more details:

Livable Communities
1. Achieve Greater Livability Through Land Use and Housing
2. Manage and Conserve Water and Energy Resources
3. Expand and Improve Parks and Open Space
4. Promote Sustainable Local Food

Regional Mobility
5. Invest Strategically in Transportation
6. Increase Commitment to Public Transit
7. Create a More Efficient Freight Network

Human Capital
8. Improve Education and Workforce Development
9. Support Economic Innovation

Efficient Governance
10. Reform State and Local Tax Policy
11. Improve Access to Information
12. Pursue Coordinated Investments

We really hope to hear from you and your organization!

Sincerely,

dtorres@cmap.illinois.gov

From: Jack Saporito [mailto:jack@areco.org]
Sent: Monday, July 12, 2010 10:34 AM
To: Diana Torres
Subject: RE: Hi Ja--from CMAP

Diana,

I did return your call and left a message and, would be happy to speak with you.

Jack 847-506-0670

Jack Saporito, President
The American Working Group for National Policy
Executive Director, The Alliance of Residents Concerning O'Hare
Board member, Mothers Against Airport Pollution
Advisory Board member, Our Airspace
Past-president, US-Citizens Aviation Watch Association (dissolved) (1997-2002)
Phone: (630) 415-3370
Fax: (847) 506-0202
Email: jack@areco.org
www.areco.org

"The fact of the matter in Europe is more and more often environmentalists are calling aviation a 'rogue industry', lumped together alongside Big Tobacco."
Marion Blakey, Federal Aviation Administration Administrator.

This message is for the designated recipient only and may contain privileged, proprietary or otherwise private information. If you have received it in error, please notify the sender immediately and delete the original. Any other use of the email by you is prohibited.

> -------- Original Message --------
> Subject: Hi Ja--from CMAP
> From: Diana Torres <DTorres@cmap.illinois.gov>
> Date: Fri, July 09, 2010 11:59 am
> To: "jack@areco.org" <jack@areco.org>
>
> Dear Ja,
>
> Although I left several message, we were unable to touch base to speak about the *GO TO 2040* draft plan. Although we were unable to schedule a meeting to discuss

this plan further, your participation and input is vital as the Chicago Metropolitan Agency for Planning (CMAP) prepares to release the final version of the *GO TO 2040* plan in October 2010.

As you may already know, *GO TO 2040* will guide growth in Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties for the rest of this century. In addition to land use and transportation, *GO TO 2040* also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

Please consider joining us for any of the future public meetings throughout the region; you can find the meeting details at: http://www.goto2040.org/haveyoursay/. All open houses will feature a short plan overview presentation by CMAP staff, followed by a question-and-answer period. Formal public comments will also be accepted. If you are unable to join us for these informational meetings, you may also review the plan and submit comments on the *GO TO 2040* website: www.goto2040.org.

We are asking for your support in implementing *GO TO 2040*. Sign up to become a *GO TO 2040* Partner today and join a growing coalition of stakeholders. Download the partnership form here.

Please remember the public comment period ends on Friday, August 6, 2010. Be sure to have your say before the comment period closes. Remember we cannot plan for the future without you!

Sincerely,

dtorres@cmap.illinois.gov
http://www.cmap.illinois.gov

Visit www.goto2040.org today!

White paper: Sustainable Stimulus - Transportation Solutions

This is a vetted solution and economic stimulus plan, backed by independent government reports, agencies and professional groups. The economic stimulus plan put forward is based on sustainable, long-term transportation solutions backed by both short and long-term initiatives.

At least two major airlines and/or an airport owner/ operator organization back this paper if not the sustainable plan.

Authored by: Several organizations and top experts across several disciplines.

The aviation flight expansion plan is just a bad plan for the resident, traveler, air transport industry and U.S. taxpayer. It is not sustainable for many reasons including the rising cost of fuel and significant climate change problems due to aviation activity.

Sustainable solutions are not being considered because they do not financially benefit those that are behind the current scheme; however, there is a comprehensive solution that will work for all stakeholders.

Economic Stimulus

Better Solutions and the Need to Think Out of the Box:

1. Better solutions cost about 1/3 the cost of expanding highways and airports and can be built today.
2. Better solutions will create hundreds of thousands of new, full time jobs while at the same time create hundreds of new businesses, in one state alone. This equates to millions of jobs nationwide.
3. Better solutions will make the air transportation industry and our local airlines more sustainable, thus creating new jobs in that industry also.
4. Better solutions will relieve residents from significant environmental and public health harm, while giving aviation technology much needed time to implement state-of-the-art tech and practices.
5. A viable comprehensive solution for these problems exists. It is backed by independent government analyses/reports and works for all stakeholders (including air transportation employees, area residents, U.S. taxpayers, and travelers). This viable solution creates a sustainable air transportation industry and sustainable economy.

GAO-02-185: "NATIONAL AIRSPACE SYSTEM: Long-Term Capacity Planning Needed Despite Recent Reduction in Flight Delays" outlines this sustainable solution. We paraphrase:

A. Remove non-safety/navigation issues from Federal Aviation Administration (FAA) oversight and assign oversight responsibility to the Department of Transportation (DOT); this allows comprehensive, long-term transportation capacities needs to be evaluated at all times and eliminates the propensity for quick unsustainable aviation fixes.
B. Reinstate the operational and management controls that Congress removed (such as exceptions to the high-density rule, etc.). The removal of these controls is the direct cause of the massive air transport delays of 2000 and all years since.
C. Build a Wayports (reliever) system to open slots at major airports. This will allow major airports to adequately service origin and destination flights, thus eliminating the need for airport expansion. Note: about 57% of the traffic at major airports is transfer traffic.
D. Build a national, world-class High-Speed-Rail system linking airports and communities together. Code sharing & joint ownership with the aviation industry will help create a sustainable solution.

In order to make our economy more robust, it is imperative that the air industry be given adequate time to develop required technologies. By implementing the Government Accounting Office (GAO) plan during the years it will take to upgrade the air industry, millions of new jobs and businesses will come into being at about one-third the cost of the proposed highway and airport expansions, while eliminating congestion.

In a time of employment unrest, it is important to realize that the majority of these created jobs will be high quality, high wage jobs. Construction/trades jobs currently proposed for "rehabbing" existing airports would be transferred and expanded, not eliminated. Overall airport safety would be significantly improved by not forcing additional capacity into existing land-locked airports or crowded airspace. Finally, it would further reduce the need for our dependence on foreign oil.

For more comprehensive solutions, see: Martin, Peter & Alan Martin. *A Vicious Cycle: How Can The Government Justify Expanding Airport Capacity To Solve An Overcapacity Problem?* Oct. 30, 2003, p. 31-33 and also: www.wayports.com

This white paper represents the input and conviction of hundreds of organizations, etc. representing both sides.

From: Adam Rod [mailto:arod@cityofchicago.org]

Sent: Friday, July 30, 2010 2:15 PM

Subject: GOTO 2040 Air Cargo Edits

Tom, I believe we did mention our cargo concerns (Page 225) at the GOTO 2040 City hearing--but as I said, I would like to work directly with CMAP staff toward clarification. As it stands now, CDA does not think the language is fair or ideal. I have articulated the main issue below. It would take a quick phone call to review. Grateful for your help:

CDA disagrees with the confounding, incorrect statements in the document that only "a limited amount freighter service is…available at O'Hare" and that "extensive freighter service…is not feasible with the current Chicago Airport System and would require a new facility." O'Hare is already one of the world's top air cargo centers, serving over a quarter of the busiest freighter routes in the world. With that fact established, another key point mentioned is that although air cargo represents only a small fraction of freight moved around Chicago, its goods are typically of the highest value. Thus, keeping freight moving and attracting new freight through O'Hare represents billions of dollars of commerce and productivity to the regional economy. To this end, air cargo growth does present logistical challenges for CDA. Two examples of current O'Hare projects that will contribute to greater efficiencies and new investment are the development of (1) new cargo facilities on the airfield for larger B747 freighter aircraft and (2) an on-site perishable processing center and wholesale market. These projects will control or reduce truck congestion, process cargo faster to market, and contribute to economic expansion.

Adam Rod

Chicago Department of Aviation - Planning

773-894-6907

Data from form "Contact CMAP" was received on 7/9/2010 4:21:40 PM.

Contact CMAP

Field	Value
Subject	Contact Form
Full Name	Ryan Westrom
Address	2500 N. Francisco
City	Chicago
State	Illinois
Zip	60647
Business Phone	
Home Phone	
Email Address	ryanwestrom@hotmail.com
Comments	Comment on Draft Go To 2040 Documents: I have a comment on the call for implementation of congestion pricing section. I am all for it, and I think it could be strengthened by a closing sentence or paragraph. Maybe something along the lines of: "Therefore, as congestion pricing has the potential to improve efficiency of transportation for all regional residents, consideration for a multi-pronged approach should be made. Consideration of cordon pricing, variable pricing, as well as fixed pricing should be included in studies of potential congestion pricing." Additionally, further discussion of the types of pricing (and strengths/weaknesses of each) available could be helpful.

From: Ross Patronsky
Sent: Monday, July 12, 2010 3:47 PM
To: Erin Aleman
Subject: public comment

Terry Madigan 847-842-8648

Suggests using giving people access to flight information (e.g., the information displayed on the jumbotron at the cell lot at O'Hare, perhaps though Comcast. It should not require a lot of expense.

There's a Metra transfer station out by parking lot "F," which he understands to be the old Des Plaines Metra station, with a shuttle bus to the airport terminals. They should make people more aware of this capability. The Metra rail lines are an underutilized asset. The shuttle bus should run to the Bensenville station on the Milwaukee West Line.

He recommends a 800-USA-RAIL-type service for Metra. They should do this instead of developing variable message signs. People don't use Metra because they don't know when & where the service runs.

He would like to see more people use public transportation.

Kim Willis writes:

"Transportation section attempts to improve road congestion through measures such as congestion pricing and implementing capital improvement projects that add lanes and call for managed lanes.
I offer that this strategy is not an appropriate short- or long-term solution. Please see the attached excerpt that far better describes my criticism of this plan than I could do here."

Attached is a passage from a Duany & Plater-Zyberk book, Suburban Nation. *Link below (looks like she found this from a website called "Bicycle Universe"). The gist is that while we think programs like HOV lanes and congestion pricing are helpful, they are only contributing to "induced demand" the same way that increased road-building has been doing for decades. Sounds like Kim is asking CMAP to advocate for a more fundamental and drastic change to its transportation planning, changing the market for parking and road/freeways, etc. to have them reflect their true costs. – J.Simoncelli, 07/20*

http://bicycleuniverse.info/transpo/roadbuilding-futility.html

Erin Aleman

From: opbaldwins@comcast.net
Sent: Monday, August 02, 2010 12:50 PM
To: Info
Cc: michael.p.baldwin@Jpmchase.com
Subject: Fwd: Public Comments on the "GoTo 2040" Plan

To Whom it Concerns:

I have reviewed large parts of the GoTo 2040 plan and have a few comments for the public comment portion of this strategy. In the beginning of the Executive Summary, it states: "Environmental challenges such as climate change, water supply and quality, and loss of biodiversity will have widespread negative consequences if not addressed proactively." I think this issue needs to be addressed foremost and throughout the entire plan. I do not believe building more roads supports this statement.

Specifically, regarding the Livable Communities Chapter, and the section on ***Expand and Improve Parks and Open Space***, it is stated that "open space is a major asset. Access to parks and open space is part of what makes up quality of life, and open space also has a crucial role in flood protection, public health, drinking water supply and quality, and adaptation to climate change." This is, correctly, a goal that needs attention and one that also concerns me as it conflicts with some mobility issues (like adding lanes to the Eisenhower Expressway (I-290). When I-290 was built it divided Oak Park, so much so that some people think Berwyn is south of the highway (but there are 4.5 active Oak Park blocks with beautiful houses there). Additionally, there is a historic conservatory, parks on both sides and other landmarks flanking the highway. Additionally, the ramps, to not intrude on neighborhood life, are situated in the center of the highway. While I understand this is not great for a transportation point of view, it has saved and sheltered our neighborhoods somewhat, from annoyance of on and off traffic and congestion in our residential neighborhoods. This proposed expansion of the highway will take away some of those parks, housing and move the on/off ramps into or neighborhoods. This does NOT support the Expand and Improve Parks and Open Space, nor does it support "quality of life."

Moving on to the related **Regional Mobility Chapter, it is stated that there is a goal of increasing *"Commitment to Public Transit."***
This is a most-important goal and the Eisenhower expansion does not support this goal at all, in fact, it may decrease the goal. Some CTA and Freight Train air-space/land space may be taken over by the lane additions, leaving no future avenue for public transportation to expand. A recent *Chicago Tribune* poll (July 25, 2010, done by Market Shares Corp.) found that 76% of Chicago residents place higher priority on public transportation systems than adding/improving expressway/tollway systems. Additionally, the suburban residents polled agree: 52% want priority on the public transportation systems (and only 32% on highway improvements). Obviously, people in the Chicago area do not want more highways altering their lives, and instead, would like more public transportation systems developed and improved.

With the worst oil spill in U.S. history staring down at us, supporting the increase in oil and fuel and congestion just seems wrong. Instead, our monies should be supporting increased public transportation like Metra, CTA and high-speed options. We cannot continue to build highways to support cars; instead we should be encouraging people to consider alternatives, and if you make them friendly enough, they will begin to transition over to them.

Additionally, it has been shown by the Hillside strangler that congestion was hardly eased with the addition of lanes. Studies have shown that adding one lane, each way, on the Ike will likely save commuters something like 49 seconds (I cannot find the exact figure, but I've read this before; it is under a minute). SECONDS....not minutes, not quarter hours....seconds. What this means for those communities living around the highway. It will still be congested. Traffic will still be crawling. Pollution will still be pouring into our air....all for 49 seconds. The Bicycleuniverse.info website agrees: "since much pollution is caused while traffic is slowed or stalled due to congestion, many people mistakenly think that this pollution can be prevented by decreasing congestion.

Unfortunately that doesn't work, as every attempt to facilitate traffic flow simply results in more traffic. This topic has been studied exhaustively." Adding a lane means that we are not helping our environment and we are not supporting alternative fuels or transportation. Although I understand the lane is going to support HOTV, I do not see how doing this on a seven-mile stretch of highway is effective. It cannot be policed and there are not feeder highways to connect to it. Completely silly idea, and in my mind, just a con to add another lane.

Lastly, Rick Kuner of the Citizens for Appropriate Transportation (CitizensForAppropriateTransportation.org), notes that an extension of the CTA Blue Line west of Forest Park would help residents and would help the CTA be more efficient. He notes that running less than full trains is not as cost efficient and that the populations in suburbs west of Forest Park would help fill up the trains. This makes it a win-win-win for all. Nearby western suburbs have efficient and environmentally better transportation at their doorstop; Oak Park doesn't have houses removed, highways built and more pollution/noise; and the CTA can have full trains making them more profitable and efficient (please note that the Oak Parker CTA Blue Line stops are full of passengers, but not all stops between the city and Oak Park are this full). Kuner calls this Transit Ridership Balance.

In the 2040 document you state: "Symptoms of decline include the dehumanizing effects of ever-worsening traffic congestion, painful cuts to public transit, a backlog of deferred maintenance on roads and bridges, and antiquated buses, trains, and stations. Inadequate investment in transportation infrastructure is partly to blame." Building yet another Asphalt Roadway just adds to the future repair and rehab of infrastructure.

Another statement, " to increase efficiencies in our highway network to the point where we maintain our level of congestion today. This may not seem like an aggressive goal, but with the anticipated population and economic growth, this would be an achievement" is a poor goal. I understand that growth is occurring, but instead, one should focus on alternative transportation options so that congestion is improved...not maintained at today's current level. Today's current level is not acceptable.

Regarding freight trains, buses and other trains, I think the effort to have "research and planning staffs from implementing agencies" to "conduct more in-depth studies on the impacts of cost-effective modernization strategies, including procurement of more state-of-the-art buses and trains." is right on target. By pulling away some of their options for roadway (specifically in the I-290 corridor) makes this a hard goal to meet. Signal timing, specifically, needs to be addressed where there are current freight lines. Having a train sit for hours, spewing diesel or coal, while waiting to move, creates a smell in our community, as well as a grumbling noise.

Under **Managed Lanes and Multimodal Corridors**
The 2040 plan states many of my above concerns: "The expansion of I-290 is a significant concern for a number of communities in the project corridor. Of particular concern is that an I-290 expansion might preclude future transit extensions in the corridor." Furthermore, it states: "IDOT's Phase I engineering work for I-290 and the results of the Cook-DuPage corridor study will determine the specific mode to be chosen." The problem with this is that IDOT only builds roads, so they will recommend roads. Our communities need more alternative transportation sources, not more roads.

Lastly, it states: "Regardless of mode, the project should require careful attention to minimizing any negative project impacts on the adjacent communities and preserving options for transit in the corridor. Transportation improvements in this corridor are clearly needed, and a multimodal approach is favored over simply adding lanes to the highway." -- I completely agree with this statement, but adding one lane each way of HOTV does not seem like a multimodal approach and instead IS simply adding lanes to the highway. You take away future options for the CTA to expand anywhere between Forest Park and Lisle!

Please consider the environmental aspects that the 2040 plan states near the end. "Transit creates environmental benefits by reducing emissions of pollutants and GHG, reducing oil and gasoline consumption, and shifting some petroleum usage to electricity. Transportation is one of the largest single sources of GHG emissions, and shifting from automobile to transit is often the action that a household can take to most

dramatically reduce their GHG emissions. Public transportation uses about half as much fuel per passenger mile as private vehicles, and in addition to fuel savings accrued from shifting drivers to transit, there would be savings due to reduced congestion for those continuing to drive." Perfect. This is where the plan needs to be and needs to stay. This is the focus and the largest issue that should be driving decisions.

In summary, I think the 2040 plan should remain focused on environmental concerns while creating new and expanded modes of public transportation options instead of highways. Concerns for communities along the highway corridors should be considered due to noise, pollution and congestion on our neighborhood streets. I am a third generation Oak Parker and our neighborhood has been changed drastically by the building of the Eisenhower; we cannot afford to be divided even more and have additional traffic in our community. Your decisions carry LONG-TERM implications that touch on all aspects of our daily lives, including social, economic and environmental aspects. We want our community to remain viable and vibrant.

Thank you for allowing me to give my comments.

Karen Baldwin
946 Wenonah Ave.

Oak Park, IL 60304

From: Laura Nowicki [laura.nowicki@sbcglobal.net]
Subject: expand Blue Line
Wed 8/4/2010 9:13 PM

Hello I am writing to encourage you to expand the Blue Line CTA and to discourage the expansion of the the IKE.

The news and headlines each day have something about the environment, the oil spill, global warming etc and regardless of what is being said we all *know* that we need to be less dependent on fossil fuels and we need to decrease our carbon footprint.

We need to promote public transportation and commuting in shared vehicles. I know that a fair amount of research has been done on this project but there is **NO** benefit to the environment, the air, the health of the surrounding communities and **NO** financial benefit (especially from a state that is operating with one of the greatest deficits in our nation).

Expand the Blue Line first! Promote Blue line usage! Explore other ways to promote shared rides. Designate the left lane for commuter vehicles with 2 or more passengers; add a bike lane along the train line to bike from the suburbs to Austin...

do not expand the IKE!
thank-you

From: Chris Sheean [ctsheean@yahoo.com]

Wed 8/4/2010 4:54 PM

Subject: Go To 2040 Plan

The Go To 2040 has two lists of transportation projects that greatly concern me: "fiscally constrained" (CMAP believes funding will be available) and "fiscally unconstrained" (CMAP has not identified a funding source). CMAP lists widening the Eisenhower Expressway as a fiscally constrained project to be completed by 2020, but lists the CTA Blue Line West Extension as a fiscally unconstrained project to be completed by 2040. Widening the expressway is funded, but the
Blue Line West Extension is not. I believe this is a misuse of the public trust, and a big reversal of priorities. The Illinois Department of Transportation (IDOT) has not made a
recommendation for improvements to the Eisenhower Corridor pending completion of their studies. It is unfair for CMAP to recommend widening the expressway (with an identified funding source) by 2020, and extending the Blue Line (with no identified funding source) twenty years later (by 2040).

Please reconsider this foolish plan, and put our resources towards a greener, less congested plan.

Oak Park Resident,

Chris Sheean

From: Jack [ebj743@hotmail.com]
Thu 8/5/2010 2:11 PM
Subject: Blue Line extension, Eisenhower widening

Dear CMAP:

I was disappointed to learn that your are giving priority to the Eisenhower widening, over the extension of the CTA Blue Line. These two projects should be given equal priority, and the widening should not proceed without the extension.

Sincerely,

Jack Bizot
Oak Park, IL

I demand that the Blue Line be expanded first,or at the same time as the IKE.
Respectfully,John Nowicki
a registered voter residing in Oak Park Il.,

Jack Nowicki, ABR
F.C. Pilgrim & Co.
1037 Chicago Ave
Oak Park, IL 60302

Drect: (708) 445-2200
Fax: (708) 383-8575
Cell: (708) 557-0039
Email: jnowicki@fcpilgrim.com
Website: http://pilgrimrealestate.com/

Liscensed REALTOR in the state of Illinois.

From: jsuchomelbus@comcast.net
Wed 8/4/2010 3:09 PM
Subject: Go to 2040 Draft Plan Comments

Regarding widening the Eisenhower vs. extending the Blue Line: it is unfair to say the former is fiscally constrained and the latter is not. Both projects should be treated the same.

Thank you for your consideration.

Joan Suchomel
Oak Park
Sent via BlackBerry from T-Mobile

Subject: no Ike expansion
Wed 8/4/2010 4:05 PM
From: Michael Nowicki [wixwax49@hotmail.com]

IDOT's plans to widen the IKE through Oak Park would be disastrous for our community on many levels. I ask that the Blue Line be expanded first or at the same time as the IKE. Please take into consideration that public transportation addresses fossil fuel dependency concerns; economic concerns of commuters struggling financially; and, green concerns, where as a slightly larger expressway does not.

Thank you,

Michael Nowicki
721 Wesley
Oak Park Il 60304

Erin Aleman

From: Bradley van Thorre [b443760@ameritech.net]
Sent: Tuesday, August 03, 2010 9:23 PM
To: Info
Subject: CMAP Project treatment

To whom it may concern:

As a result of an Op-Ed article in the July 29, 2010 edition of the Oak Park Oak Leaves (pg. 25), this message is being sent with regards to the CTA Blue Line West extension and the Eisenhower Expressway widening projects. I urge the Chicago Metropolitan Planning Agency to treat both projects the same with respect to fiscal constraints. Thank you for your consideration in this matter.

Respectfully,
Brad van Thorre
544 S. Euclid Avenue
Oak Park, IL 60304
Phone: 708-848-6692

From: Marni Curtis [meusey57@yahoo.com]

Thu 7/22/2010 7:55 PM

Subject: Go To 2040 Comprehensive Regional Draft Plan

July 22, 2010

I was just informed that the Chicago Metropolitan Planning Agency (CMAP) released the Go To 2040 Comprehensive Regional Draft Plan for public comment.

CMAP lists widening the Eisenhower Expressway as a fiscally "constrained" project to be completed by 2020, but lists the CTA Blue Line West Extension as a fiscally "unconstrained" project to be completed by 2040. Why is there a 20-year difference in completion dates? And why is the widening of the expressway funded, but the Blue Line West Extension is not.

The Illinois Department of Transportation (IDOT) has not made a recommendation for improvements to the Eisenhower Corridor pending completion of their studies. It is unfair for CMAP to recommend widening the expressway (with an identified funding source) by 2020, and extending the Blue Line (with no identified funding source) twenty years later (by 2040).

Both of these projects should be treated the same.

Thank you for your attention in this matter.

Sincerely,

Marnelle Curtis
Oak Park, IL

Peckar & Abramson
A Professional Corporation • Attorneys & Counselors at Law

208 South La Salle Street
Suite 1660
Chicago, IL 60604
tel. 312.881.6300
fax 312.435.2482

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Orange County
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London

www.pecklaw.com

July 26, 2010

Edward O. Pacer
Direct: 312.881.6301
Facsimile: 312.435.2482
epacer@pecklaw.com

CMAP
2040 Draft Plan
233 South Wacker Drive, Suite 800
Chicago, IL 60606

To Whom It May Concern:

By way of background, I am an Oak Park resident who uses both the Eisenhower Expressway and the CTA Blue Line.

I am extremely disappointed in seeing that the Chicago Metropolitan Planning Agency has released a draft plan which lists the widening of the Eisenhower Expressway as a physically constrained project to be completed by 2020, but which also lists the Blue Line West Extension as a physically unconstrained project to be completed by 2040. I cannot imagine why CMAP would not, minimally, complete these two projects at the same time. Ideally, it seems to make a lot more sense for CMAP to extend the Blue Line before widening the Eisenhower Expressway. Obviously, with the current economic times, it appears that a cheaper source of transportation would be much more beneficial to the people of Cook County and the Chicago area. Furthermore, in light of the efforts to reduce dependence on petroleum products, it also seems absurd that public transportation options would not take precedent or at least go hand in hand with a project that encourages additional vehicles on the roadway.

I believe that it would be unfair, and environmentally, economically and fiscally irresponsible to fund a expansion of the Eisenhower prior to extending the CTA Blue Line west. If you have any questions regarding these matters, please feel free to call me at the above-listed number.

Very truly yours,

PECKER & ABRAMSON, P.C.

By: Edward O. Pacer
/ac
Doc ID – 322994

a member of the
ICLA International Construction Law Alliance

528 N. Marion St. #2
Oak Park, IL 60302

July 27, 2010

Chicago Metropolitan Planning Agency
GoTo 2040 Draft Plan Comments
233 South Wacker Drive Suite 800
Chicago, IL 60606

To Whom It May Concern:

Recently, I became aware of two transportation projects that will impact my community of Oak Park. These two projects are: 1) widening the Eisenhower Expressway and 2) extending the CTA Blue Line in the near-west suburbs. Both of these projects greatly concern me because of the timing involved and with the funding sources. Reportedly, the Blue Line extension project is fiscally unconstrained (not fully funded), but planned to be completed by 2040, while the Eisenhower widening project is fiscally constrained (fully funded) and scheduled to be completed by 2020.

Obviously, these two projects will affect each other greatly since they share the same space and will affect the same residents in the same area. Why are they being treated differently? Please reconsider the potential impact of these projects by treating them the same, with respect to timing and identifying funding sources for both. That procedure would be fair and is necessary for an accurate comprehensive analysis of both.

Thank you for your consideration. I look forward to hearing about the progress of these projects.

Sincerely,

Wendy Senger

From: m.egan@comcast.net

Subject: The 2040 Draft Plan: Comprehensive Regional Draft Plan

Attention!!

It is unfair to recommend widening
the Eisenhower Expressway (with an identified funding source)
by 2020, and extending the CTA Blue Line
(with no identified funding source) twenty years later
(by 2040).

This is outrageous!

Mary Sue Egan
543 N Oak Park Avenue
Oak Park, Il 60302
708 383 1899

Subject: proposed eisenhower projects

From: mgockel@juno.com

Wed 7/21/2010 8:57 AM

It has come to my attention that it is proposed that the Eisenhower be widened by 2020, but extending the Blue Line is not proposed to be done until 2040.

It should be abundantly clear by now that investing in more public transit is a far better investment than widening highways. The Blue line should be extended first before any highway widening.

Marjorie Gockel
230 S Kenilworth
Oak Park, IL 60302

In my review of the proposals, it is my opinion that both the Eisenhower widening AND the Blue Line extension should proceed at the same time. Delaying the extension for 20 years will not be acceptable. Thank you

Louis J. Garapolo, FAIA
Garapolo I Maynard Architects
1101 Lake Street, Suite 307
Oak Park, Illinois 60301
708.383.1838

Lou Garapolo [loug@garapolomaynard.com]

From: Laurie Bunkers [Laurie@sachemco.com]

Subject: Eisenhower widening and Blue Line West Extension

To Whom it May Concern:

I am concerned about the apparent lower priority being given to the CTA Blue Line West Extension, in terms of both funding and timing (not scheduled to be completed until 2040) -- while the Eisenhower Expressway widening apparently has both funding and priority, as it is scheduled for completion by 2020. Socially and environmentally, this makes little sense. We cannot reduce our reliance on cars without increasing accessibility and ease of public transportation.

Please reconsider your priorities.

Laurie Bunkers
The Sachem Company
1033 South Boulevard, Suite 243
Oak Park IL 60302

Direct: 708.851.3632
Main: 708.848.4303
Fax: 708.848.4278
email: laurie@sachemco.com

The Chicago Metropolitan Planning Agency (CMAP) has released the Go To 2040 Comprehensive Regional Draft Plan

We are dismayed that CMAP lists the widening the Eisenhower Expressway as a fiscally constrained project to be completed by 2020, but lists the CTA Blue Line West Extension as a fiscally unconstrained project to be completed by 2040.

The 20-year difference in completion dates of these two projects, at a time of supposed planning for sustainability is critical, is quiet extraordinary.

i.e. the Widening the Eisenhower expressway is funded, which will have enormous negative impacts and intrusion into the fabric of communities and increase the reliance on the automobile but the Blue Line West Extension is not; a solution that would reduce the need for the expressway and relieve congestion.

This seems to be extraordinarily short sighted and a continuation of very outmoded thinking. Rather than go to 2040 it would seem CMAP is directing us to go back in time.

The Illinois Department of Transportation (IDOT) has been studying the IKE corridor but has not made a recommendation for improvements to the Eisenhower Corridor pending completion of their studies.

It is both unfair and an extraordinarily retrospective approach for CMAP to recommend widening the expressway (with an identified funding source) by 2020, and extending the Blue Line (with no identified funding source) twenty years later (by 2040).

Is the study of the IKE that meaningless?

We had hoped for something more inspiring from this organization.

Your
John Mac Manus and
Josephine Bellalta

John Mac Manus
Altamanu, Inc.
1700 W. Irving Park Rd., Ste 202
Chicago, Illinois 60613
john@altamanu.com
(w) 773.528.7492
(F) 773.305.0805
(C) 708.203.1081

From: Jean Peterman [jpeterma@csu.edu]

Thu 7/22/2010 4:27 PM

Subject: Eisenhower and Blue Line

Dear CMAP,

I object in the strongest terms to you recommendation that widening the Eisenhower be recommended as a funded project to be completed by 2020 and the extension of the Blue Line as an unfunded project not to be completed until 2040 (if at all). This is completely backwards. The two projects should be treated equally, In fact, if any one should have priority, it should be the expansion of the Blue Line. The tragedy in the Gulf is just the latest reminder that we must commit to using less fossil fuel.

Sincerely,

Jean Peterman

Agency for Planning

233 S. Wacker Drive, Suite 800
Chicago, IL 60606

www.cmap.illinois.gov

GO TO 2040

GO TO 2040 DRAFT
PUBLIC COMMENT CARD

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. By state and federal law, CMAP is responsible for developing *GO TO 2040*, metropolitan Chicago's comprehensive regional plan. In addition to land use and transportation, *GO TO 2040* also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

Residents may submit comments on the *GO TO 2040* website (www.goto2040.org), by email to info@cmap.illinois.gov, by fax to 312-454-0411 or by postal mail by folding this form in thirds, taping closed, placing a stamp and mailing (see reverse side for full address). For more information or assistance, contact CMAP at 312-454-0400.

Between Friday, June 11 and Friday, August 6, 2010 partners, residents and stakeholders have an opportunity to provide input on the draft *GO TO 2040* comprehensive regional plan for northeastern Illinois. Comments must be received by August 6, 2010 at 5:00 p.m.

I think it is the best transportation solution on the Eisenhower Expressway going west from Austin Blvd to extend the Blue Line from Desplaines Ave all the way to Wolf Rd. We need to reduce automobile use rather than to facilitate automobile use We need to get people from the city out west where jobs are located. We need to get people from the west into the city where the universities are located.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: GERALD F LORDAN Phone: 708 386 0127 X114

Organization/Affiliation: FENWICK HIGH SCHOOL

Mailing Address (Street, City, Zip): 505 WASHINGTON BLVD
OAK PARK IL 60302

Email: glordon@fenwickfriars.com

From: Powell, Teresa [mailto:tpowell@oak-park.us]
Sent: Wednesday, July 21, 2010 9:54 AM
To: Info
Subject: Put Blue Line Extension ahead of any changes to I290

I understand that you are listing an expansion of I290 as a priority by 2020 ('constrained option", but an extension of the Blue Line as an unfunded option ("unconstrained option") not to be completed until 2040.

Consider what will happen when gas again hits $4, $5 or even $10 a gallon. At the very least, these should be treated as equal options; given the world energy situation, the public transit option should be given priority, rather than treated as an afterthought.

Teresa Powell

Teresa Powell
Village Clerk
Village of Oak Park
123 Madison Street
Oak Park, Illinois 60302-4272
(708) 358-5672
tpowell@oak-park.us
www.oak-park.us

From: Rosemary Camilleri [cseminar@uic.edu]

Subject: Widening Expressway and extending Blue Line Train

Wed 7/21/2010 8:44 AM

Dear CMAP:

It is imperative that CMAP extend the Blue Line Train.

I have learned that:

CMAP lists widening the Eisenhower Expressway as a fiscally constrained project to be completed by 2020, but lists the CTA Blue Line West Extension as a fiscally unconstrained project to be completed by 2040.

These two projects should be treated the same, at least.

In fact, if we are to protect our environment, save money, and move people efficiently, we need to expand public transport.

I am urging you to reconsider priority and funding on these projects.

Sincerely,

Rosemary Camilleri, Ph.D.
7213 Division #8
River Forest, IL 60305
Phone: (708) 366-9520
Fax: (708) 366-9519

http://www.camsems.com

"Don't raise your voice; improve your argument." — Archbishop Desmond Tutu

From: phruckauf@yahoo.com

Thu 7/22/2010 10:20 AM

Subject: FUND THE EXTENSION OF THE BLUE LINE FIRST. LET'S DEAL WITH MASS TRANSIT FIRST

From: Patrick Dooley [dooleypatj@yahoo.com]

Subject: Eisenhower exspressway

This is the 21st Century. Extend the Blue Line. Don't add more car lanes.

Subject: Comment on 290 future widening
From: Michael Stewart [mikeandmolly@yahoo.com]

Wed 7/21/2010 8:47 AM

Illinois Department of Transportation (IDOT),

I am writing to express my concerns over widening the 290 expressway. I would like to recommend that if you widen the 290 expressway that you make sure that you extend the Blue line Westward at the same time. This would make the best "Green" and fiscally responsible decision to make. This would also provide the best transportation options for people of all income ranges, not just those that can afford a car. I would also recommend that since you are using these funds that you do not forget about bicycle traffic also, and hope that you include bike lanes on or adjacent to your project.
Thanks,
Mike Stewart

From: Michele Zurakowski [michele@oprffoodpantry.org]
Tue 7/27/2010 9:05 AM
Subject: Go to 2040 Plan feedback

Hello,

I am writing to express my disappointment in CMAP's recommendations in the Go to 2040 plan. Specifically I am gravely troubled by the listing of widening 290 as a fiscally constrained project to be completed by 2020. This classification is especially troubling when CMAP lists the Blue Line West Extension as only a fiscally unconstrained project to be potentially completed by 2040.

The Illinois Department of Transportation has not made a recommendation for widening the Eisenhower Corridor. Moreover a recent survey reported in the Chicago Tribune notes that 52% of suburban residents now favor extending the Blue Line and other public transportation over improving highways. Only 37% favor extending highways. Nearly 90% of Chicago residents favor extending public transportation over highways. CMAP's decision to favor highway extension is clearly out of step with public sentiment. And of course a continued reliance on single-passenger automobile traffic is shortsighted in term of environmental impact.

I am asking that CMAP elevate its consideration of extending the Blue Line West to a fiscally constrained project with a completion date no later than 2020.

Sincerely,

Michele Zurakowski
1000 S. Kenilworth
Oak Park, IL 60304

Erin Aleman

From: DeLacy Sarantos [theoquest@theosmail.net]
Sent: Thursday, July 29, 2010 5:52 PM
To: Info
Subject: Eisenhower Expressway

Dear Sir:

I am disturbed that you havre decided that widening the Eisenhower Expressway is a fiscally constrained project to be completed by 2020 but the CTA Blue Line west extension is a fiscally unconstrained project to be completed by 2040.

I urge you to treat both projects the same way, especially since public transportation and fuel economy are vital as we move foreward.

DeLacy Sarantos
1024 Pleasant Street
Oak Park, IL 60302

--

Erin Aleman

From: The Halsteads [lkh604@comcast.net]
Sent: Wednesday, July 28, 2010 4:11 PM
To: Info
Subject: Go to 2040 Comprehensive Regional Draft Plan

Hello, the recent WGN/Tribune poll of citizens in the Chicago metro area Chicago suburbs want improved public transit and not more expressways. The poll showed citizens prefer bus, train improvements over expressway expansion. A majority considered the ability to travel by rail a better value for their tax payer dollars than repairing and expanding expressways and toll roads.

In the Go to 2040 Comprehensive Regional Draft Plan the extension of the Eisenhower Blue Line to the border of Cook county or beyond should be considered as viable a plan as the the widening of the Eisenhower Expressway to 4 lanes.

Thank you,
Ed Halstead

_____ Information from ESET NOD32 Antivirus, version of virus signature database 5321 (20100728)
_____

The message was checked by ESET NOD32 Antivirus.

http://www.eset.com

Erin Aleman

From: Michele Zurakowski [michele@oprffoodpantry.org]
Sent: Tuesday, July 27, 2010 9:05 AM
To: Info
Subject: Go to 2040 Plan feedback

Hello,

I am writing to express my disappointment in CMAP's recommendations in the Go to 2040 plan. Specifically I am gravely troubled by the listing of widening 290 as a fiscally constrained project to be completed by 2020. This classification is especially troubling when CMAP lists the Blue Line West Extension as only a fiscally unconstrained project to be potentially completed by 2040.

The Illinois Department of Transportation has not made a recommendation for widening the Eisenhower Corridor. Moreover a recent survey reported in the Chicago Tribune notes that 52% of suburban residents now favor extending the Blue Line and other public transportation over improving highways. Only 37% favor extending highways. Nearly 90% of Chicago residents favor extending public transportation over highways. CMAP's decision to favor highway extension is clearly out of step with public sentiment. And of course a continued reliance on single-passenger automobile traffic is shortsighted in term of environmental impact.

I am asking that CMAP elevate its consideration of extending the Blue Line West to a fiscally constrained project with a completion date no later than 2020.

Sincerely,

Michele Zurakowski
1000 S. Kenilworth
Oak Park, IL 60304

Data from form "Contact CMAP" was received on 7/24/2010 10:20:30 AM.

Contact CMAP

Field	Value
Subject	Contact Form
Full Name	Claudia Zinanni
Address	704 S. Euclid
City	Oak Park
State	Illinois
Zip	60304
Business Phone	
Home Phone	
Email Address	claudiaz9@aol.com
Comments	I was most disappointed to read in your "Go to 2040" report that the widening of the Eisenhower Expressway is a fiscally constrained project due to be completed by 2020 while the extension of the blue line is an unconstrained project due to be completed by 2040. I believe that putting the blue line work on the back burner is a huge error. We must put more emphasis on enhancing public transportation and try to diminish the dependence on the automobile.

Email "CMAP Contact Form Submission" originally sent to info@cmap.illinois.gov from claudiaz9@aol.com on 7/24/2010 10:20:30 AM.

From: DeLacy Sarantos [theoquest@theosmail.net]

Thu 7/29/2010 5:52 PM

Subject: Eisenhower Expressway

Dear Sir:

I am disturbed that you havre decided that widening the Eisenhower Expressway is a fiscally constrained project to be completed by 2020 but the CTA Blue Line west extension is a fiscally unconstrained project to be completed by 2040.

I urge you to treat both projects the same way, especially since public transportation and fuel economy are vital as we move foreward.

DeLacy Sarantos

1024 Pleasant Street

Oak Park, IL 60302

--

From: David Boulanger [davidmena@comcast.net]
Thu 7/22/2010 7:12 AM
Subject: CMAP Go to 2040

CMAP:

I am closely following the IDOT reporting and emergent thinking about the I-90 improvements to carry more persons more efficiently from the outer suburbs into the city. I am not an expert, but it seems clear that the extension of the Blue Line carries much greater potential to address this goal most efficiently and with the least environmental impact.

So, I was surprised to see the CMAP *Go to 2040* draft plan that is recommending widening I-90 (with an identified funding source) by 2020, and extending the Blue Line (with no identified funding source) twenty years later (by 2040). At the minimum, both projects should be given equal weight, even though the rapid transit solution appears right now to be the best.

Please reconsider the CMAP priority for funding and at least give each project equal weight.

F. David Boulanger
Township Supervisor
Oak Park
dboulanger@oakparktownship.org
708 383 8005

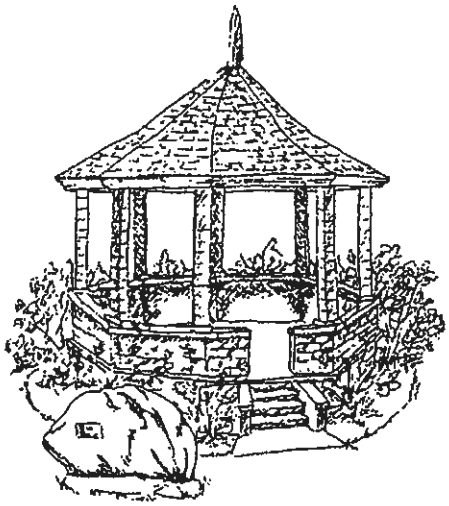
Subject: The Proposed Widening of the Eisenhower Expressway

From: davemanuele@aol.com

The proposed project for widening the Eisenhower Expressway will be inordinately expensive and will not markedly improve the traffic situation. If the project for extending the Blue Line is regarded as fiscally "unconstrained", then this is certainly the case for the project for widening the Eisenhower Expressway.
Mari Minarik
Dave Manuele

Big Rock Township
408 Rhodes Street ~ P.O. Box 252
Big Rock, IL 60511

Phone 630-556-4340
Fax 630-556-4350



Planning Staff Email
RE: CMAP
Chicago Metropolitan Agency for Planning
Go To 2040 Plan
Public Forum

July 31, 2010

Dear Planning Staff,

A question that is frequently asked in Big Rock Township is "Why is Big Rock Township not able to get funding to help with road repair, improvement or resurfacing?" We are part of Kane County. We have roads that serve as arterial feeders to US Route 30 and I-88. These arterials are heavily traveled by commuters from other townships, counties and municipalities. When we try to apply for funding to help with the maintenance of these roads we are told we are rural and do not have enough population density and therefore we cannot qualify.

We are located in the southwest corner of Kane County. Our population is approximately 2,000. Most of our land is in agriculture. Some of our farms are generational and are part of Kane County's "Forever Farm Program". Our farmland is the best in Kane County.

Our annual township levy for road maintenance is $270,000.00. These dollars are used to maintain 30.5 miles of road. Over one-half of these roads are gravel or tar & chip and they service heavy farm equipment. We also have more bridges than any other township in the county. Ten (10) are box bridges over drains and eight (8) are constructed. Annual inspections alone are costly. Then one has to figure in the repair and replacement costs. It is very difficult to stretch dollars out here.

We do not want the Prairie Parkway to cut its swath through the center of our township. We are grateful that those plans are on hold for now. More dollars

need to be spent on improving and repairing the existing roadways. We do not need a roadway that will bring more sprawl. The roads that are west of, south of, and run through Big Rock Township were not built to carry the volume that the "pre-crash" sprawl has forced upon them. All of us in the so-called "rural areas" of CMAP need to be able to have access to added funding so that we can improve and maintain the roads that are used as arterial feeders for those traveling into the Chicago Metropolitan area for work and recreation.

We do have rail lines out here that carry daily freight trains. There is infrastructure available to ease the volume of automobiles. We need to be creative and use and improve what we already have. We do not need to build more roads to create more problems.

Sincerely,

Sandra L. Carr
Supervisor
Big Rock Township

SPRINGFIELD OFFICE:
103A STATE HOUSE
SPRINGFIELD, ILLINOIS 62706
PHONE: 217/782-0052
FAX: 217/782-4079

DISTRICT OFFICE:
52 W DOWNER PL, STE 201
AURORA, ILLINOIS 60560
PHONE: 630/264-2334
FAX: 630/264-1566
ADMIN@LAUZEN.COM

ILLINOIS STATE SENATE
CHRIS LAUZEN
25TH SENATE DISTRICT

August 5, 2010

Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Blankenhorn,

News reports of your recent meeting with the Kendall County Board and other local officials indicated your view that continued work on the Prairie Parkway project was warranted and that the corridor needed to be protected. The draft CMAP Go To 2040 plan has placed the project in the "fiscally unrestrained" category, meaning that state and federal funding is not expected to be available. The plan further emphasizes maintaining and improving the existing transportation infrastructure over undertaking new capital projects.

Many of my constituents believe the project is too expensive, lacks immediate funding priority, would destroy thousands of acres of farmland, threaten the Fox River and other important waterways, and accelerate development into rural areas of Kane and Kendall counties. In fact, voters in five townships crossed by the Prairie Parkway route strongly opposed the highway in advisory referenda in 2007 and 2008 i.e. 80-85% majorities opposed. I have long supported the view that the Prairie Parkway was not the best solution to traffic needs in the area and that improvements to existing highways like Illinois 47 are much more beneficial and cost-effective for area motorists.

In your quoted comments, you suggest that work continue on the project -- principally the five-mile segment between Illinois 71 and US 34 with a bridge across the Fox River. However, the Illinois Department of Transportation has removed all funding for this limited segment from its six-year Highway Improvement Program. It seems to me that any government funds on work that is not in the budget would be misappropriated.

Meanwhile Kendall County has an innovative project that parallels the Prairie Parkway route between Illinois 71 and US 34 -- extending and improving Eldamain Road with a bridge across the river about a half mile from the proposed Prairie Parkway crossing. This project complements the planned addition of lanes on Illinois 47 through Yorkville and other improvements in IDOT's Highway Improvement Program.

The Eldamain Road project is expected to cost $30 to $35 million. This is far less than the $200 million plus estimate for the parallel Prairie Parkway route and results in much lower environmental and agricultural impact since it follows existing highway rights of way.

Supporting the limited five-mile section of the Prairie Parkway is not warranted. Even with the federal funds earmarked for a "north-south connector" it would divert additional state funding from other, more effective transportation projects. It would have little impact on traffic on Illinois 47 since it essentially involves a 12-mile detour for any north-south traffic on Illinois 47 through Yorkville. Further, it would duplicate the Eldamain Road route for local motorists.

Thus far, according to IDOT, about $70 million has been spent on the Prairie Parkway project -- environmental reviews, engineering, and land acquisition. There seems little chance of further federal funding for the project since Congressman Bill Foster and his opponent Randy Hultgren are both opposed to the Prairie Parkway and favor improvements to the existing highway infrastructure. Committing additional funds would be fiscally irresponsible and would divert support from other, more effective transportation projects.

Even if the highway would become viable in the future, the corridor has been protected and would be available should traffic conditions justify the cost and impacts.

Finally, one of my gravest concerns is the potential of land speculation profits gained by politically-connected powerful people at the cost of sound public policy objectives that serve our mutual constituents. These people may have the clout and money to constantly push forward projects that serve their purposes more than citizens' needs, but the majority of the people I serve have made their views consistently clear.

In summary, I support the draft Go To 2040 plan's emphasis on maintaining and improving the existing transportation networks instead of focusing on new capital projects. As such, maintaining the Prairie Parkway in the "fiscally unconstrained" category is appropriate and no provision should be made for completion of the limited and ineffectual five-mile section between Illinois 71 and US 34.

Very sincerely,

Christopher J. Lauzen

CJL: km

Citizens Against the
SPRAWLWAY
In Kendall and Kane Counties

PO Box 405, Elburn IL 60119

August 2, 2010

Chicago Metropolitan Agency for Planning
ATTN: GO TO 2040 Draft Plan Comments
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Gentlepersons:

Citizens Against the Sprawlway is a grassroots organization, formed in 2001 to oppose the Prairie Parkway. We represent more than 500 persons in Kane, Kendall, and adjoining counties.

We support the draft Go To 2040 plan evaluation which determined that the Prairie Parkway was in the "fiscally unconstrained" category. CMAP projected that $10.5 billion in state and federal funds would be available over the next 30 years for major capital projects. With a price tag of about $1 billion, the Prairie Parkway does not provide sufficient benefit to area motorists to warrant funding. IDOT's traffic projections, for example, show that the Prairie Parkway would provide only a slight reduction in the traffic volume on Illinois 47 through Yorkville in 2030, compared to traffic volume without the Prairie Parkway.

In addition to diverting scarce funding from more effective projects, building the Prairie Parkway would destroy thousands of acres of farmland, threaten the Fox River and other area streams, and stimulate sprawl in rural areas of Kane and Kendall counties.

The SAFETEA-LU transportation bill includes two earmarks with have been linked to the Prairie Parkway – one is $152 million for a "north-south connector" between I-80 and I-88 and the second is $55 million for at US 34 interchange, later expanded to include additional improvements to US 34.

The presence of this possible federal funding, however, is not a sufficient basis for supporting a project that has limited benefit for area motorists and which has engendered significant local opposition. Further, funding even a portion of the Prairie Parkway with the earmarked funds is not warranted. The Prairie Parkway proposal demonstrates how earmark funding drives a project that would not merit planning consideration absent the Congressional interest.

The Illinois Department of Transportation has removed all funding in its six-year Highway Improvement Program for the initial segment of the proposed freeway between Illinois 71 and US 34. With the expenditures thus far – for environmental studies, engineering, and limited land acquisition – and planned improvements to US 34, there remains about $142 million in the federal earmarks and no known source of funding for the state share of further expenditures.

The five-mile initial segment segment between Illinois 71 and US 34, projected to cost over $200 million, essentially duplicates a Kendall County project to extend Eldamain Road with a bridge over the Fox River about a half mile from the Prairie Parkway route. The estimated cost of the county project is $30 to $35 million. Clearly, the Eldamain Road project should take precedence over the more expensive Prairie Parkway segment with its substantial agricultural and environmental impacts.

There continues to be widespread opposition to the Prairie Parkway. Our organization has joined with 12 other environmental, agricultural, and public interest groups to support improvements to Illinois 47, the Eldamain Road project, and other improvements to existing roads instead of the Prairie Parkway.

Voters in five townships in Kane and Kendall counties, crossed by the proposed route, have voted overwhelming opposition to the Prairie Parkway proposal in advisory referenda. The five townships cover the entire length of the proposed Prairie Parkway with the exception of Little Rock Township in Kendall County which includes Yorkville and Plano.

Residents of three Kendall County townships - Fox, Lisbon, and Seward - voted against the the proposed Prairie Parkway in the February 2008 primary election. 72 percent of Lisbon voters, 65 percent of Fox voters, and 58 percent of Seward voters said they oppose the project.

In April 2007 voters in two Kane County townships strongly rejected the Prairie Parkway. In Big Rock Township the vote was 88 percent against the proposed freeway and in Kaneville Township 81 percent voted their opposition.

The MetroWest Council of Governments recently voted by a narrow 9 to 7 margin to support the Prairie Parkway, but just over half of the 31 member municipalities were represented in the vote. This is hardly demonstrates consensus support for the project.

In summary, Citizens Against the Sprawlway supports the Go To 2040 emphasis on maintaining and improving the existing transportation networks instead of focusing on new capital projects.

We further believe that there are superior alternatives to the Prairie Parkway -- the planned improvements to Illinois 47 through Yorkville and Kendall County's innovative extension of Eldamain Road with a bridge across the Fox River.

Common sense and fiscal restraint support the Go To 2040 characterization of the Prairie Parkway as a "fiscally unconstrained" project.

Sincerely,

Jan Strasma
Chairman

METRO WEST
COUNCIL OF GOVERNMENT

July 28, 2010

Anne Vickery, Chair
Kendall County Board
111 West Fox Street
Yorkville IL 60560

Dear Ms. Vickery:

A number of months ago, you requested Metro West's support for the Prairie Parkway. At its July 22, 2010 meeting, our Board of Directors voted to endorse support of that project. They approved the following statement, which was recommended by our Transportation Task Force: "Metro West Council of Government, representing municipalities in Kane, Kendall and DeKalb Counties, supports the construction and completion of the Prairie Parkway. The construction of the highway would create jobs and generate considerable economic activity for the Chicago metropolitan area, while providing a new roadway that would alleviate congestion in the region. Completion of the road would also implement an important component of the Burnham Plan, which called for a major north-south route on the western perimeter of the Chicago area.

In support of the Prairie Parkway, the Metro West Council of Government

- Encourages our elected representatives in Washington D.C. to support and advocate for the completion of the Prairie Parkway, including the preservation of federal funds previously targeted toward the construction of the highway.

- Requests that Governor Quinn and Illinois Secretary of Transportation Hannig refocus IDOT resources toward the design and implementation of the Prairie Parkway, starting with the Route 34 to Route 71 segment, which is consistent with IDOT's investment plans.

- Further requests that IDOT engineers design the Prairie Parkway to address the needs and concerns of the communities along the corridor."

Please contact me if you have any questions.

Sincerely,

Valerie Burd

Valerie Burd, President
Mayor of Yorkville

cc: CMAP Executive Director Randy Blankenhorn

43 W. Galena Boulevard, Aurora IL 60506 – Phone: 630.859.1331 Fax: 630.897.0469 – www.metrowestcog.org

Data from form "Contact CMAP" was received on 7/8/2010 3:30:06 PM.

Contact CMAP

Field	Value
Subject	Contact Form
Full Name	chrisi vineyard
Address	39 settlers lane
City	oswego
State	Illinois
Zip	60543
Business Phone	
Home Phone	
Email Address	chrisivineyard@comcast.net
Comments	I oppose the Illinois Tollway taking over the proposed Prairie Parkway Project, for the following reasons: or moving forward on the PP at this time or near future. 1. The proposed initial section from US 34 to Illinois 71 does not even connect to the Tollway. There are already three existing expressway connections between I-88 and I-80 with I-294 at the east, I-355 in the middle, and I-69 further west. 2. The designated path of the Prairie Parkway is 15 miles west of the population growth. IDOT admitted that they worked on the placement of the path of the Prairie Parkway with the landfill applicant (Waste Management, Kendall Land & Cattle). 3. The Prairie Parkway, if completed, would destroy over one thousand acres, designated the best farmland in Illinois. It would degrade the Fox River and other prime waterways, including Big Rock Creek Class A (the best drinking water in Illinois). The Prairie Parkway would accelerate development into rural areas. 4. There has been major local opposition to the project since it was proposed in 2001, as shown by the decisive votes in advisory referenda in five Kendall and Kane county townships. The State of Illinois has put the Prairie Parkway project on hold and removed all planned funding for the Prairie Parkway from its six-year highway budget. The state's decision was based on a lack of local consensus for the work, as well as funding considerations. 5. The Prairie Parkway is extremely expensive, over 1 Billion dollars. Area motorists would be better served by improvements to Illinois 47, and other existing highways, as well as Kendall County's planned Eldamain Road bridge over the Fox River. IDOT already has a $52 million project in the works to expand and improve Illinois 47 through Yorkville. Kendall County has an outstanding project which complements the Illinois 47 improvements: extending Eldamain Road with a bridge across the Fox

Field	Value
	River between Yorkville and Plano. This project, within a half mile of the proposed Prairie Parkway route, would cost about $35 million, compared to the $200 plus million price tag for the Prairie Parkway between Illinois 71 and US 34. 6. We should focus on creating sustainable jobs by investing in "green" transportation options, including public transit, passenger rail, and light rail. Road and bridge maintenance and repair create more jobs than new road construction, and these solutions will help families save money on gas and wear-and-tear on family vehicles. Let's change our strategy to a "Fix It First" agenda. 7. Only a few well connected local people will benefit. 8. IDOT estimated the PP would cut traffic by less than 100 per day. CV

Email "CMAP Contact Form Submission" originally sent to info@cmap.illinois.gov from chrisivineyard@comcast.net on 7/8/2010 3:30:06 PM.

From: golinski@fnal.gov [mailto:golinski@fnal.gov]

Sent: Thursday, July 15, 2010 7:30 AM

To: Info

Subject: Comment on GO TO 2040 plan

Any plan that is looking 30 years into the future should include transportation alternatives for Kendall County. Kendall County will continue to be one of the fastest growing counties in the country. Your plan can not be taken seriously without the addition of the Prairie Parkway and additional Metra stations in Oswego and Yorkville.

Sincerely,

Gary Golinski

United City of Yorkville

Alderman, Ward 2

Chicago Metropolitan Agency for Planning

233 S. Wacker Drive, Suite 800
Chicago, IL 60606

www.cmap.illinois.gov

GO TO 2040

GO TO 2040 DRAFT PUBLIC COMMENT CARD

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. By state and federal law, CMAP is responsible for developing *GO TO 2040*, metropolitan Chicago's comprehensive regional plan. In addition to land use and transportation, *GO TO 2040* also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

Residents may submit comments on the *GO TO 2040* website (www.goto2040.org), by email to info@cmap.illinois.gov, by fax to 312-454-0411 or by postal mail by folding this form in thirds, taping closed, placing a stamp and mailing (see reverse side for full address). For more information or assistance, contact CMAP at 312-454-0400.

Between Friday, June 11 and Friday, August 6, 2010 partners, residents and stakeholders have an opportunity to provide input on the draft *GO TO 2040* comprehensive regional plan for northeastern Illinois. Comments must be received by August 6, 2010 at 5:00 p.m.

I am writing to add my support to the Long-Range Regional Plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the CTA Red Line from its current terminal at 95th Street to the city-limits at 138th Street. Final approval of this plan will not only greatly improve critically needed access to mass transit service for underserved communities on Chicago's Far Southside, but will shore up essential economic development, help to stabilize housing & reduce air pollution.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Donna Rogers Phone: (708) 201-3040

Organization/Affiliation: UCAN

Mailing Address (Street, City, Zip): 544 W. 117th Place
Chicago, IL 60628

Email: rogersd@ucanchicago.org

Chicago Metropolitan
Agency for Planning

233 S. Wacker Drive, Suite 800
Chicago, IL 60606

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Sandra Gaskin Phone: 773-255-6241

Organization/Affiliation: Pullman Community Dvlpmt Corp (Pullman CDC)

Mailing Address (Street, City, Zip): 701 E 105TH Street, Chicago IL 60628

Email:

Chicago Metropolitan
Agency for Planning

233 S. Wacker Drive, Suite 800
Chicago, IL 60606

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: _____ Phone: _____

Organization/Affiliation: _____

Mailing Address (Street, City, Zip): _____

_____

Email: _____

Chicago Metropolitan
Agency for Planning

233 S. Wacker Drive, Suite 800
Chicago, IL 60606

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Kim Slaughter Phone: 773-701-4226

Organization/Affiliation: South Side Help Center

Mailing Address (Street, City, Zip): 10420 South Halsted, Chicago IL 60628

Email: KSlaughter@SouthsideHelp.org

Chicago Metropolitan Agency for Planning

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Chicago, IL 60606

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Juanita Gentry Phone: 773-821-4020

Organization/Affiliation:

Mailing Address (Street, City, Zip): 12239 S Perry, Chicago IL 60628

Email: juangentry@comcast.net

Chicago Metropolitan
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233 S. Wacker Drive, Suite 800
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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Ms. Haroldeena McMillan Phone: ———

Organization/Affiliation: Rosemoor Community Association

Mailing Address (Street, City, Zip): 10109 S. King Dr.
Chicago, IL 60628

Email: ———

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233 S. Wacker Drive, Suite 800
Chicago, IL 60606

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PUBLIC COMMENT CARD

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. By state and federal law, CMAP is responsible for developing *GO TO 2040*, metropolitan Chicago's comprehensive regional plan. In addition to land use and transportation, *GO TO 2040* also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

Residents may submit comments on the *GO TO 2040* website (www.goto2040.org), by email to info@cmap.illinois.gov, by fax to 312-454-0411 or by postal mail by folding this form in thirds, taping closed, placing a stamp and mailing (see reverse side for full address). For more information or assistance, contact CMAP at 312-454-0400.

Between Friday, June 11 and Friday, August 6, 2010 partners, residents and stakeholders have an opportunity to provide input on the draft *GO TO 2040* comprehensive regional plan for northeastern Illinois. Comments must be received by August 6, 2010 at 5:00 p.m.

I AM WRITING TO ADD MY SUPPORT TO THE LONG-RANGE REGIONAL PLAN PREPARED BY THE CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP) THAT INCLUDES THE EXTENSION OF THE CTA RED LINE FROM ITS CURRENT TERMINAL AT 95TH STREET TO THE CITY -LIMITS AT 130TH STREET FINAL APPROVAL OF THIS PLAN WILL NOT ONLY GREATLY IMPROVE CRITICALLY NEEDED ACCESS TO MASS TRANSIT SERVICE FOR UNDER SERVED COMMUNITIES ON CHICAGO'S FAR SOUTH SIDE, BUT WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE AIR POLLUTION.

Vernetta K. Rucker

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Vernetta K. Rucker
10228 S Calumet Ave
Chicago, IL 60628-2104

Phone:

Organization/Affiliation: Rosemoor Community Assn.

Mailing Address (Street, City, Zip):

Email:

Data from form "Contact CMAP" was received on 7/26/2010 11:48:43 AM.

Contact CMAP

Field	Value
Subject	Contact Form
Full Name	CICS Lloyd Bond Staff
Address	13300 S. Langley Avenue
City	Chicago
State	Illinois
Zip	60827
Business Phone	773-468-1300
Home Phone	
Email Address	cicsbond@gmail.com
Comments	I am writing to add my support to the Long-Range Regional Plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the CTA Red Line from its current terminal at 95th Street to the City-limits at 130th Street. Final approval of this plan will not only greatly improve critically needed access to mass transit service for under served communities on Chicago's Far Southside, but will shore up essential economic development, help to stabilize housing and reduce air pollution.

Email "CMAP Contact Form Submission" originally sent to info@cmap.illinois.gov from cicsbond@gmail.com on 7/26/2010 11:48:43 AM.

From: Boller, Virginia [BollerV@metrofamily.org]
Thu 7/22/2010 5:30 PM
Subject: Comments about Northern Illinois Region's Go To 2040 Plan

I am writing to add my support to the Long-Range Regional Plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the CTA Red Line from its current terminal at 95th Street to the City-limits at 130th Street. Final approval of this plan will not only greatly improve critically needed access to mass transit service for under served communities on Chicago's Far Southside, but will shore up essential economic development, help to stabilize housing and reduce air pollution. I live near the northern terminal of the Red Line, and work on 103rd St, near the proposed extension. The proposed extension would not only benefit me personally, but the many persons who use the services of the agency where I work. It would also be a great boon for people going to and from jobs, schools, shopping, health care, and much, much more. Having mass transit that goes from one end of the City to the other would benefit the entire region. More importantly, it would bring the Far Southside the same access and benefits enjoyed by the Far North side.

Thank you,

Virginia Lawton Boller

1762 F West Thome Avenue

Chicago, IL 60660

bollerv@metrofamily.org

773-520-7022

Chicago Metropolitan Agency for Planning

233 S. Wacker Drive, Suite 800
Chicago, IL 60606

www.cmap.illinois.gov

GO TO 2040

GO TO 2040 DRAFT
PUBLIC COMMENT CARD

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. By state and federal law, CMAP is responsible for developing *GO TO 2040*, metropolitan Chicago's comprehensive regional plan. In addition to land use and transportation, *GO TO 2040* also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

Residents may submit comments on the *GO TO 2040* website (www.goto2040.org), by email to info@cmap.illinois.gov, by fax to 312-454-0411 or by postal mail by folding this form in thirds, taping closed, placing a stamp and mailing (see reverse side for full address). For more information or assistance, contact CMAP at 312-454-0400.

Between Friday, June 11 and Friday, August 6, 2010 partners, residents and stakeholders have an opportunity to provide input on the draft *GO TO 2040* comprehensive regional plan for northeastern Illinois. Comments must be received by August 6, 2010 at 5:00 p.m.

I am writing to add my support to the Long-range Regional Plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the CTA Red line from its current terminal at 95th street to the city limits at 130th street. Final approval of this plan will greatly improve access to mass transit services for under-served communities on Chicago's far south side!! Increased access to transit is critical for residents of these communities. Extending the Red Line will also help improve economic development, stabilize housing, and positively impact the environment.

Thank you

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Anne Horst Hanby Phone: 773-290-5849

Organization/Affiliation: UCAN

Mailing Address (Street, City, Zip): City of Chicago resident

Email:

SIERRA CLUB
FOUNDED 1892
ILLINOIS CHAPTER
70 East Lake Street • Suite 1500 • Chicago, IL 60601
tel: 312.251.1680
fax: 312.251.1780
web: illinois.sierraclub.org

August 6, 2010

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

RE: Comments on Go To 2040 Draft Plan

Dear CMAP:

Sierra Club applauds the years of work and engagement with the citizens of the region that have gone into the Go To 2040 Draft Plan. As the Plan recognizes, how our region grows and changes in the future will be a dominant factor in the health, livability, prosperity, and biodiversity of the Chicago region.

We strongly support the major themes of the Plan - that, in order to thrive as a region, we must grow in a compact fashion, focus investment in existing communities, shift funding toward transit, avoid decentralizing projects, safeguard our water supply, and protect and restore our natural resources.

The inclusion of the Route 53 extension on the list of priority transportation projects is in direct conflict with all of these goals. We urge you to remove the Route 53 extension from the list of fiscally constrained projects, or to replace it with one of the many transit projects that were proposed by agencies but not included on the priority list. Unlike all of the other projects on the proposed priority list, the Route 53 extension will further decentralize the region, pull resources away from transit, and destroy and impact highly valued natural resources. For these reasons and more, Route 53 has long been a very controversial project that transportation agencies have not chosen to pursue. It does not belong on any list of regional consensus projects, and its inclusion in the final Go To 2040 Plan would undermine the goals and integrity of the entire document.

Sierra Club looks forward to working with CMAP and regional stakeholders to achieve the goals of the Plan. CMAP can begin implementing and achieving those goals now by deleting the Route 53 project from the plan, and moving forward with all of the good work proposed to make our region a better place.

Sincerely,

Jack Darin
Director

Printed on 100% post-consumer waste recycled paper

From: debbystorms@sbcglobal.net
Subject: 2040 Draft Plan Comment
Thu 8/5/2010 9:07 AM

As a Lake County Resident, I have a vested interest in the Draft Plan; in particular, the proposed Route 53 extension, which has the potential to negatively impact my immediate community and the environmentally important areas surrounding it. Further, the proposed extension would negatively alter the character of Lake County forever.

We in Lake County and all of Illinois have much to be proud of in the progress we've made towards preserving the precious little remaining open land, farm and remaining prairie areas that add so greatly to the quality of our lives here.

That's why it's so important to CAREFULLY PROCEED and only use plans that would PRESERVE AND PROTECT our environmentally sensitive areas

We citizens have worked hard to preserve and protect open lands and farms. True, it's important to keep our highways up-to-date and serviceable for our increasingly congested towns. But given our rapid growth, it's all the more important to take special care not to disturb the beautiful assets we have in our midst when alternative, environmentally sensitive alternatives are possible.

The planned extension disregards our natural assets. We need relief from traffic congestion, but a highway that threatens the places we care about, such as the Liberty Prairie Reserve and the Prairie Crossing Farm, isn't the right solution. A sound, environmentally-sensitive alternative road design has been presented, and we, as a community, support this alternative.

Consider the debacle Milwaukee faced recently as they chose to tear down an ill-planned highway after realizing the negative impacts to the city and to surrounding communities. Do you want to be known for a similar failure in planning?

We will put our full energy and organization into making sure the IDOT plans do not compromise the places we love and some of the primary reasons we have chosen to live here. We urge you to show real leadership and support the environmentally-sensitive alternative that has been proposed.

Best Regards,

Debby Storms
1531 Penstemon Ct.
Grayslake, IL 60030
847-543-7209

From: c.langdon [c.langdon@comcast.net]
Fri 8/6/2010 2:58 PM
Subject: Route 53 in the regional plan

The Lake County Board has urged IDOT "to initiate a planning process that engages all affected communities in an effort to build consensus around development of an environmentally sound and context sensitive integrated system of roads and transit improvements from the terminus of Rt. 53 to Rt. 120."

I strongly support IDOT taking a system approach that looks at Routes 12, 14, and 83 at the same time the road is being designed and that it be an at-grade boulevard, rather than a sky-high elevated road that can be/will be integrated with a bus rapid transit system and into the existing arterial grid system rather than an isolated expressway.

I strongly oppose building a big concrete monstrosity that incorporates none of the innovative 21st century features that are being used in other states. IDOT and the Toll Authority can and should be innovative leaders in this road expansion and building project, not neanderthals who see only the solving of a traffic problem. This is a quality of life issue and an opportunity to be forward thinking.

Thank you,
DewAnn Langdon
1249 Hedgerow Drive
Grayslake, IL 60030

Subject: Public Comment regarding Highway 53
Thu 8/5/2010 12:30 PM
From: Lindsay James [c.lindsay.james@gmail.com]

Last year I moved to Grayslake from the City of Chicago and I have been very happy with the move. One of the main reasons we moved was to escape the bad air quality of the city, especially because we have a newborn daughter and newborns are highly susceptible to health impacts from poor air quality.

After living in the City of Chicago for three years, we chose to purchase a home in Lake County specifically for improved air quality for my family. In Chicago, we lived within a mile of a major highway, and we made the decision to move to Lake County in order to find a home at least a mile away from a major highway. The EPA has ample research available about the health impacts on young children from exposure to air pollution from highway traffic, and I am infuriated that my intentional and costly decision to move away from air pollution could be rendered futile by the proposed Highway 53 extension.

We need relief from traffic congestion, but a highway that threatens my family's health, as well as the places we care about, such as the Liberty Prairie Reserve and the Prairie Crossing Farm, isn't the right solution. A sound, environmentally-sensitive alternative road design has been presented, and my community supports this alternative. We will put our full energy and organization into making sure the IDOT plans do not compromise our children's health or the places we love and some of the primary reasons we have chosen to live here. I urge you to show real leadership and support the environmentally-sensitive alternative that has been proposed.

Best Regards,
Lindsay James
1052 Harris Rd, Grayslake
312-402-5887

Subject: Comment on GO TO 2040 plan
From: TimMary747@aol.com
Fri 8/6/2010 9:58 AM

Remove the extension of 53 from the plans. It goes against everything that you have been trying to achieve. People finally are realizing that roads are not the answer and want public transportation to receive more attention and funding.

From a traffic engineer's perspective, the extension of 53 makes sense. A nice, neat, uniform grid of highways and local roads throughout Lake County is ideal, giving everyone equal access. However, due to a serious and perpetual lack of funding, such an ideal is not possible.

There are many squeaky wheels here who will insist that the extension of 53 should be on the list of capital improvements. They will even give reasons, common to many presentations, which have been inaccurate and misleading.

1) They argue that it will bring economic development. McDonalds and Home Depots are not needed in the cornfields of Lake County. Agricultural products are a major export for Illinois and the country. We need to preserve the farmlands and not promote sprawl, which is not sustainable. From 1997 to 2002, we lost 26% of farmland acres. With the increased interest in healthy eating and eating locally grown produce, these farms become even more important. What is needed is economic redevelopment: in Waukegan, North Chicago, and Zion. They already have roads and schools but their infrastructure does need attention. It is far less expensive to fix the existing than to build new. And, as that is where the population is, that is where the dollars should go.

2) They argue that this project is on a different level than current improvements, and will not impact spending for those projects already in process. But obviously, it will impact those future projects that need to be done, but are not yet included in the regional plans. The Illinois Department of Transportation states in its annual report that income is not keeping up with deterioration of our infrastructure. If you can't fix what you already have, you certainly cannot afford to expand it. You don't put on a room addition, if the roof is leaking.

3) Flooding – Lake County has seen a record amount of flooding. To pave over all these acres of open space and disturb the wetlands would cause tremendous new problems with flooding and water contamination in both Lake and Cook counties.

4) Air Pollution – the greater Chicago area still does not meet air quality standards. Back in 2001 Peter Harmet of the Lake County Transportation Improvement Project admitted in his presentation to the Lake County Board that traffic would not improve. He only hoped to mitigate what might develop. The 53 extension would decrease trip travel

time by only a few minutes. There still would be congestion and the resulting air pollution.

5) Now then, as to cost. The independent consultant Wilbur Smith for the Illinois State Toll Highway Authority reported to the Governor in 2001 that the cost to build the road was $1.8 billion (in 1999 dollars). Obviously, the cost will be even higher now, and again even more so in the future. IDOT, Illinois Department of Transportation, currently has a budget of $1.4 billion for the whole state. Region 1, gets about 1/3 of it. As IDOT cannot afford to build the road, it will have to be a toll road. As such, the 53 extension will not have sufficient traffic to pay for its cost. The toll roads are a system, not a series of individual roads. Because of this, the tolls throughout the system, I-294, I-94, I-88, and I-355 will have to be raised to pay for the extension. So once again, the bonds will not be paid off as promised.

6) As we have seen in the past when tolls are raised, drivers on I-94 will choose to use alternate routes. So instead of traffic being reduced on routes 41 and 43 (Edens and Waukegan Rd), it will go up. And that includes trucks. A standard comment made is that another north-south road will take traffic off of 41 and 43. But 53 is 10 miles west, and will have an insignificant impact on the traffic counts. This fact again was according to the LCTIPs own projections. Whereas, boosts in toll rates on I-94 historically increase traffic on 41 and 43.

Many who have promoted this road have done so for their own self interests. Do not include this expensive but limited results project. We need to improve infrastructure in the whole Chicago area region and throughout the state.

a) Make sure that all 26,400 bridges throughout the state are safe, not just the 30 or so similar to the one in Minnesota.
b) Improve intermodal intersections, and build over or under passes where the EJ&E will be running more.
c) Expand mass transit, both busses and trains, rather than building new roads.

We need to employ Smart Growth policies. With the bad economic conditions both at the state and federal levels and in the foreseeable future, we need to budget carefully and fund projects that will provide real results. The extension of 53 does not meet any of the criteria for a sound investment. Many more projects could be completed with far better results and for less money, than the projected $2 – 3 billion for this one road. As the Tollway Chairman recently acknowledged, we cannot build (roads) our way out of congestion.

Mary Mathews

Subject: Rt 53
Fri 8/6/2010 11:10 AM
From: Jill Swenson Lawless [jlawless3@gmail.com]

I am writing to comment on the CMAP 2040 Draft Plan regarding Route 53. I applaud you for the following statement in the draft. "However, the project does have potential negative impacts on the natural environment and on immediately adjacent communities. CMAP recommends that IDOT and Tollway work closely with Lake County and affected communities to use an aggressive Context Sensitive Solutions (CSS) approach for the planning and design of this facility, and that environmental protection and preservation of nearby community character should be high priorities." Northern Lake County is unique & special & must be preserved not destroyed by a multi-lane elevated road. Milwaukee & other cities have recently torn down similar roads. I urge you to save the taxpayers money by not implementing an inappropriate & unnecessary project. Lake County already has a major toll road & building another one 6 miles away would be unprecedented & does not make sense.

I strongly disagree with two points made in support of building the extension. On pg 188 of the plan it says "the need for transportation improvements in the corridor is well documented, particularly by a comprehensive transportation study undertaken by IDOT and the Tollway in the 1990s". The economy has changed radically since the 1990s & therefore any study done in the 1990s is now irrelevant. A recent referendum was also mentioned. "Lake County voters approved of the county's commitment to pursue the completion of the project via referendum approval in April 2009." There was less than 20% voter turn out in that election so that referendum is not relevant either.

Any extension or new road should not be a limited access expressway like those in the city of Chicago. This area is quite different from the city of Chicago & therefore requires a different approach and 7 type of road. Any extension or new road should be at grade & be tied in with improvements to public transportation. A recent ChgoTribune/WGN poll shows that a majority of suburban residents now think that improvements to public transportation are more important than improving roads.

I urge you to take a systematic approach that looks at Routes 12, 14, and 83 and integrates any new road or extension into the existing arterial grid system rather than building an isolated expressway.

Thank you for your time and consideration,

Jill Lawless
Grayslale, IL
Metra & CTA commuter

Subject: comments on Go To 2040
From: Michael Sands [mikesands@prairiecrossing.com]
Fri 8/6/2010 7:28 AM

Folks

Having just taken a quick look at the DRAFT of the Go to 2040 plan, I would like to make a couple of comments.

First, I am extremely pleased to see the significant attention and support paid to farmland protection and local food production. These are important topics that usually ignored by metropolitan planning efforts and you are to be commended for tackling them.

Second, I am not as comfortable with your discussion of the extension of Route 53 into central Lake County. The plan suggests that IDOT and the Tollway work closely with Lake
County and affected communities "to use an aggressive Context Sensitive Solutions approach for the planning and design of this facility, and that environmental protection and preservation of nearby community character should be high priorities." Call me cynical, but given IDOT's record, this language leads to a new limited access expressway as the single focus to alleviating traffic congestion. For 2040, we should be pushing for much more innovative, integrated solutions. This is the perfect alternative to focus on the development of an integrated rgional project that could include the following:
1) aggressive local improvements to existing arterial roads with coordinated high capacity intersection controls
2) increased public transit coverage with new technologies (bus rapid transit etc) connected to the road grid with easy opportunities to change from one to the other.
3) potential new roads that are at-grade and part of the existing street grid as opposed to contributing to a second separate grid.

In summary, work on a area based solution, not a facility based solution.

Thank you for your consideration.

Michael Sands, Ph.D.
Executive Director
Liberty Prairie Foundation
32400 N. Harris Road
Grayslake, IL 60030
cell: 847-812-1618
mikesands@prairiecrossing.com
www.facebook.com/PrairieCrossingFarm
Twitter: @PCFarmFBDC

Data from form "Contact CMAP" was received on 8/6/2010 9:52:05 AM.

Contact CMAP

Field	Value
Subject	Contact Form
Full Name	Donna Padilla
Address	1177 Hedgerow Drive
City	Grayslake
State	Illinois
Zip	60030
Business Phone	
Home Phone	
Email Address	donnap@wittkieffer.com
Comments	Lake County Board has urged IDOT "to initiate a planning process that engages all affected communities in an effort to build consensus around development of an environmentally sound and context sensitive integrated system of roads and transit improvements from the terminus of Rt. 53 to Rt. 120." i am concerned that this plan to create a road through the community i love and have supported is a bit myopic. we need to look at all the roads within Lake county, not just one arterial road. Thank you

Email "CMAP Contact Form Submission" originally sent to info@cmap.illinois.gov from donnap@wittkieffer.com on 8/6/2010 9:52:05

From: Joan_Gottschall@ilnd.uscourts.gov
Subject: Comment on GO TO 2040 plan
Wed 8/4/2010 3:37 PM

I am a resident of Grayslake and am strongly opposed to the construction of a limited access six-lane highway that would threaten or destroy the environmentally sensitive land in this area, such as Almond Marsh and the Prairie Crossing farm. It is not necessary to destroy beautiful and environmentally sensitive land to achieve the traffic movement improvements that many desire. The Route 53 alternative boulevard design is a way to better move traffic while preserving the natural landscape of this part of Lake County. Smart growth, not growth at any cost, should be our guiding principle.

Subject: Comment on GO TO 2040 plan
Wed 8/4/2010 2:20 PM
From: William Roberts [WRoberts@NFCNA.COM]

As a Lake County Resident, my community would be adversely affected as would all of Lake County. The proposed extension would irrevocably alter the character of Lake County forever. Consider the debacle Milwaukee faced recently as they chose to tear down an ill-planned highway after realizing the negative impacts to the city and to surrounding communities. Do you want to be known for a similar failure in planning? While Illinois loses meaningful jobs left right and center, we continue to waste valuable resources continually exploring ways to put more money into union coffers. It is becoming quite apparent that this project is not about relieving congestion but about relieving taxpayers of our hard-earned money to subsidize union road workers and to build what is nothing more than a feeder for the tollway system. We work hard to preserve and protect open lands and farms, one of the great economic opportunities as we move toward a more sustainable society. The planned extension disregards our natural assets. We need relief from traffic congestion, but a highway that threatens the places we care about, such as the Liberty Prairie Reserve and the Prairie Crossing Farm, isn't the right solution. A sound, environmentally-sensitive alternative road design has been presented and approved, and we, as a community support this alternative. We will put our full energy and organization into making sure the IDOT plans do not compromise the places we love and some of the primary reasons we have chosen to live here. We urge you to show real leadership and support the environmentally-senstive alternative that has been proposed.

From: Sean Daw [seandaw@yahoo.com]
Subject: stop 53
Wed 8/4/2010 2:35 PM

Please don't build 53 up through Grayslake
There are some beautiful areas and farms that would be destroyed because of it. Why dont you instead look at public transportation alternatives? light rail? or ....

thanks
sean

Sean Daw
966 Blazing Star rd
Grayslake Il 60030

Erin Aleman

From: Justin Fishbein [federico48@earthlink.net]
Sent: Monday, August 02, 2010 3:44 PM
To: Info
Subject: Comment on GO TO 2040 plan

My focus is on the Central Lake County Corridor in the year 2040. I am extremely disappointed by the lack of innovative solutions to the ongoing controversy about extending Route 53 north from Lake-Cook Road to an intersection with an east-west highway. Even more preposterous is the citation of Barrington and Buffalo Grove in support of the extension without recognition that Long Grove, Hawthorn Woods and residents along the proposed right-of-way strongly oppose the extension as does the Sierra Club. The plan makes no mention of the legal obstacles to the proposed extension: In California the City of South Pasadena took the plan for completion of Interstate 710 (the Long Beach Freeway) to court and blocked its connection to the I-210 Freeway in Pasadena. The 2040 Plan, moreover, grossly underestimates the cost of the extension because it ignores the engineering accommodations that would have to be made to avoid a deleterious environmental impact. Prior to 2040, will traffic congestion in Lake County be so pernicious that the public will trade off its concern for the environment simply to get a road that will never solve rushhour problems? Imagine what the tolls would be plus congestion pricing?

Two things. The first is Daniel Burnham's often-quoted statement, "Make no little plans." Under the circumstances, any plan to extend Route 53 is a "little plan " The second is the conclusion of a discussion at Harvard in 1998. The panel included John Kenneth Galbraith, Arthur Schlesinger Jr. and John Dunlop, former Secretary of Labor. The moderator was George Plimpton. Someone asked what they saw ahead in the 21st century. Their reply: As rapid as change has been in the 20th century, it will be much, much more rapid in the 21st. The challenge is to adapt to and accommodate to extremely rapid change. The Central Lake County Corridor Plan doesn't do that. Itis a straight-line extension from the present, hardly a giant leap into the future.

The plan is neither innovative nor an advocate of genuine change. Why not minibuses to serve subdivisions to transport residents to bus and rapid transit terminals and to shopping centers? Why no facilities to allow cargo trains to move rapidly through the area to terminals where they might make deliveries to their destinations? Why no provisions for state-supported van pools? Why no benefits for persons driving vehicles using alternatives to petroleum? Why no recognition that roads can be, in effect, giant barriers that significantly alter the social fabric of areas? Why no citations of the studies that show the incidence of disease is higher in areas close to highways? Why no recognition of the importance of parking restrictions in convincing people to use car pools?

Finally, Northeastern Illinois needs something like California's Air Quality Management District to impose regulations that will bring about partnerships of businesses and residents working together to attain the objectives suggfested by the plan.

Justin M. Fishbein
1451 Calais Circle
Highland Park, IL 60035-3920
(847) 432-6454

Justin Fishbein
federico48@earthlink.net

Chicago Metropolitan
Agency for Planning
233 S. Wacker Dr. #800
Chicago Il
60606

Dear CMAP, 7/19/10

Thank you for working on a plan for the future of the Chicagoland area. The overall goals are fine but we think the part with Route 53 extension needs to be changed. It is not a good route thru wet lands, etc.

Sincerely Carol Schneider

Ms. Carol Schneider
1719 E. 54th St. #3
Chicago, IL 60615-5703

Village of Arlington Heights

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499
(847) 368-5000
Website: www.vah.com

Arlene J. Mulder
Mayor

August 3, 2010

Mr. Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning (CMAP)
GO TO 2040 Comments
233 S. Wacker Dr., Suite 800
Chicago, IL 60606

Dear Randy:

I attended the July 29, 2010 public meeting in Arlington Heights regarding the *GO TO 2040* Draft Regional Plan and presented some public comments at that time. The following is a summary of my comments.

1. The list of fiscally constrained major capital projects has an extremely heavy emphasis towards roads and lacks creativity and imagination by excluding innovative transit projects.
2. The STAR Line running from O'Hare to Joliet, is one of the few transit projects that would provide suburb-to-suburb commuting and ridership options, reduce congestion, and is truly an innovative and creative transit solution for the region. The STAR Line has been supported by all communities along the corridor. Not including the STAR Line on the fiscally constrained major capital projects list, will significantly damage the STAR Line's ability to obtain Federal Funding, as well as showing little creativity in the transportation component section of the plan.
3. The O'Hare to Schaumburg transit service project seems to conflict with the STAR Line and presents limited alternatives. The STAR Line has a greater long term regional impact affecting more communities and the potential to reduce congestion and have a significantly larger ridership than the O'Hare to Schaumburg transit service. While both projects have merit, the STAR Line should be prioritized above the O'Hare to Schaumburg transit service.
4. Congestion pricing is somewhat misleading in the plan and should either be redefined or re-categorized.
5. A creative regional funding source should be developed and dedicated for transit improvements if this region is to be successful and compete on a national and international level in the long term. CMAP should look at examples such as Oklahoma City and Denver that have implemented dedicated funding sources for transit improvements.
6. The list of major capital projects is probably one of the most important elements of the Draft Regional Plan. It appears that the list of capital projects is heavily weighted to road projects and includes no creative transit projects on the fiscally constrained list.

In closing, the STAR Line needs to be included as a priority major capital project. Discounting the benefits of STAR Line solely on the potential cost is wrong and completely puts money ahead of our environment for future generations.

Sincerely,

Arlene J. Mulder

Arlene J. Mulder
Mayor, Village of Arlington Heights

Village of Arlington Heights

33 South Arlington Heights Road
Arlington Heights, Illinois 60005-1499
(847) 368-5000
Website: www.vah.com

August 3, 2010

Chicago Metropolitan Agency for Planning (CMAP)
GO TO 2040 Comments
233 S. Wacker Dr., Suite 800
Chicago, IL 60606

Dear Sir or Madam:

I attended last Thursday's public meeting regarding the *GO TO 2040* Draft Regional Plan and provided a series of comments that I would like to reiterate in writing.

First, I would like to compliment all involved for the significant amount of work that is involved in putting this plan together. The plan addresses many important elements for the region over the next 30 years. Second, as it was explained at the public meeting that during the early public input phase, the majority of the public indicated a desire for compact future development and more transit spending. Thirdly, I provide the following specific comments for consideration and modifications to the plan:

1. The plan seems at odds with itself, on the one hand promoting:
   - Transit oriented development
   - Energy efficiency
   - Compact development
   - Support innovation
   - "Business as usual" is not acceptable.

   Yet the plan is severely deficient in the transportation improvement program area and the fiscally constrained and unconstrained major capital projects lists. Specifically, the lists of fiscally constrained major capital projects has virtually no transit improvements of innovation to address the 30 year plan. It appears as though there is a serious disconnect between the goals of the plan and prioritizing and categorizing the lists of fiscally constrained major capital projects.
2. The proposed STAR Line should be added as a priority for major capital projects on the fiscally constrained list. Page 52 of the draft Master Plan illustrates regional development from 1900 to 2005. This clearly illustrates major growth has occurred and will continue to occur in a westerly direction. The exhibits in the plan illustrating existing transit infrastructure is in a radial spoke pattern. There is no suburb-to-suburb transit included within the plan on the fiscally constrained project list. The Metra STAR Line is one of the few projects that will provide suburb-to-suburb commuting options.
3. The Executive Summary states, "there are few" new projects or extensions. This appears to be extremely short-sided for a 30 year Master Plan. As previously outlined, major growth will continue to occur in this region and innovative transportation solutions should be promoted.
4. The strategy calls for investing in transportation infrastructure, yet the Metra STAR Line is not included in the plan. Not including the STAR Line within the fiscally constrained major capital projects list, will negatively impact the ability of this project to get Federal Funding.
5. The discussion regarding congestion pricing is misleading. As I understand it, true congestion pricing is what has been done in the City of London, England, which has proven to reduce

vehicle congestion and reduce emissions that is backed up by viable transit options. High occupancy toll (HOT) lanes is not congestion pricing, and while this may be viable in some instances, it will not reduce congestion unless new transit such as the STAR Line is developed.

6. Will transit right-of-way be preserved along the toll way for the STAR Line?
7. The I-90 Jane Adams Toll way, if upgraded and expanded, should include additional access to and for the STAR Line station access.

I appreciate the opportunity to comment on the 2040 Draft Regional Plan and hope that modifications will be made to the major capital projects list to truly reflect the innovation, energy efficiency, and compact development components that are discussed elsewhere in the plan.

If you should have any questions regarding this matter, please do not hesitate to contact me.

Sincerely,

Charles Witherington-Perkins, AICP
Director of Planning & Community Development

c: Mayor Arlene Mulder
Randy Blankenhorn, Executive Director

CW-P:pd

Naperville

Mr. Randy Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning
Willis Tower, 8th Floor
233 S Wacker Drive
Chicago, Illinois 60606

July 26, 2010

Dear Mr. Blankenhorn,

As one of the first commuter rail proposals in the nation to address the need for large scale suburb to suburb service rather than just suburb to city service, the STAR Line represents a valuable transportation option for the Chicagoland region. The City of Naperville has long been a major supporter of the STAR Line as an active member of the STAR Line Steering Committee and Municipal Task Force. Additionally, the city has made significant investments towards the STAR Line, including the purchase of over 45 acres of property for two future STAR Line stations.

In reviewing the Chicago Metropolitan Agency for Planning's Go To 2040 Plan, we recognize the limited resources available to fund major transportation projects in our region, and also acknowledge that all major capital projects cannot be placed on the constrained funding list. While we understand these limitations, the STAR Line represents a significant and innovative regional transit project, and the city wants to make certain that the STAR Line's placement on the unconstrained list will not prohibit the project from moving forward. Additionally, we would like to ensure that CMAP will be open to an amendment to the plan in the future once funding for the STAR Line is secured, so that the project can be placed on the constrained list and continue to move forward in the planning process.

Thank you for your consideration and for allowing us to comment on CMAP's Go To 2040 Plan. If you have any questions or concerns, please feel free to contact me at (630) 548-1133 or roblesk@naperville.il.us.

Sincerely,

Karyn Robles

Karyn Robles, AICP
Transportation and Planning Team Leader
City of Naperville

CC: Naperville City Council

Michael W. Payette
AVP, Government Affairs, Central Region

August 4, 2010

Mr. Randall Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

RE: GO TO 2040 Draft Plan

Dear Mr. Blankenhorn:

Union Pacific Railroad represents the Class I Railroads on the Policy Committee and the Transportation Committee. Union Pacific Railroad links 23 states in the western two-thirds of the U.S. Union Pacific serves many of the fastest-growing U.S. population centers, and connects with Canada's rail systems and is the only railroad serving all six major gateways to Mexico.

The other Class I Railroads that UP represents on the Policy and Transportation Committees are BNSF Railway (the other major western rail carrier), CSX Transportation and Norfolk Southern Railway (both who serve the eastern portion of the U.S.), and CN and Canadian Pacific Railroad. The Class I Railroads provide Americans with a fuel-efficient, environmentally friendly and safe mode of freight transportation. The Class I Railroads diversified business mix includes transportation of (i) agricultural products, (ii) automotives, (iii) chemicals, (iv) energy, (v) industrial products and (vi) intermodal.

I have reviewed the draft GO TO 2040 Plan. The Class I Railroads appreciate the goal setting, technical analysis and research, public engagement and development of shared priorities that the Plan reflects.

The Class I Railroads support Chapter 7 (Create a More Efficient Freight Network). We agree with the five bullet points to improve the efficiency and interconnectedness of the region's freight systems, which are:

- Develop a national vision and federal program for freight.
- Support CREATE rail system improvements.
- Support regional trucking improvements, including truckways, truck routes, truck parking, and delivery time management.
- Organize and improve public policy relating to freight.
- Integrate freight needs and financing into infrastructure prioritization.

The Class I Railroads are sensitive to the recommendation of a self-financed Regional Freight Authority. With regard to public-private partnerships with public benefits and public funding, the Class I Railroads believe that the governance principals adopted by the CREATE Partners are sufficient and adequate. While the railroads realize there is a need for transparency and input form the region, that has to be weighed against the additional bureaucracy that a Regional Freight Authority may present. Even with the expedited process provided by U.S. DOT, under the CREATE program, the railroads have found that following the policies of IDOT and U.S. DOT, in addition to railroad engineering policies, substantially increases the time to plan and

UNION PACIFIC RAILROAD 101 North Wacker Drive Suite 1910 Chicago, IL 60606 (312) 777-2000 fax (312) 777-2020

construct projects. That leads to increased costs (costs of labor and materials increase in later years) and a longer time before the public and private benefits of a project are realized. Having a Regional Freight Authority, with additional procedures, will be extremely problematic.

The concept of a "self-financed" Regional Freight Authority is subject to the details of financing. If only the railroads and/or their customers are going to be assessed fees/taxes to support the Authority, the Class I Railroads are adamantly opposed to that concept. If that is the extent of the financing, the Class I Railroads do not need to enter into public-private partnerships, but will follow the status quo, as the railroads and their customers are currently funding all railroad infrastructure needs. Since there is a gap in funding needs for the future if rail capacity is to be increased, sources outside the industry have to be identified to fund the public benefits of rail infrastructure. Otherwise, truck traffic that should move to the more environmentally friendly rail mode will not do so. The current "un-level playing field" will be perpetuated under this concept. Attached are two Association of American Railroad issue papers that should be incorporated into this response.

However, since the GO TO 2040 Plan only suggests that these ideas be "explored," there is no reason for the Class I Railroads to object to the exploration. However, everyone should realize this will be very difficult.

The 2040 Plan is a job well done, and it is supported by the Class I Railroads.

Very truly yours,

Michael W. Engelke

(MWP\080210-003)

America Needs More Rail Capacity

ASSOCIATION OF AMERICAN RAILROADS MAY 2010

Summary

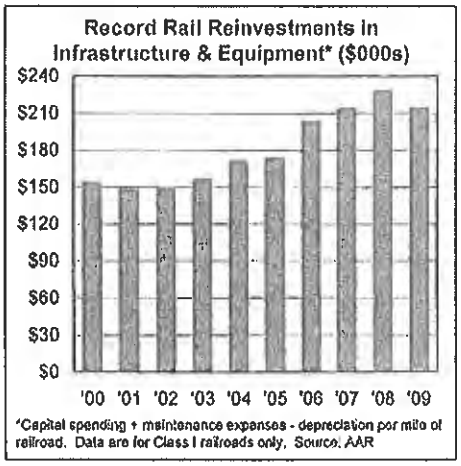
As the economy recovers, America's demand for safe, cost-effective, and environmentally responsible transportation will grow. **Railroads are the best way to meet this demand.** America has the lowest cost, most productive freight railroads in the world. And since they are four times more fuel efficient than trucks, railroads also **save fuel** and **reduce greenhouse gas emissions.** Policymakers can help ensure America has the rail capacity it needs by instituting **tax incentives** for expanding rail capacity; by entering into more **partnerships** with railroads to solve critical transportation problems, and by keeping **balanced regulations** that protect shippers and consumers while giving railroads the freedom to operate in the competitive marketplace. Expanded freight railroad capacity would also mean more capacity potentially for use by passenger trains.

Railroads = A Healthier Economy and a Cleaner Environment

- America's more than 560 freight railroads operate a 140,000-mile network stretching from coast to coast. Their combination of safety, efficiency, and affordability is **unmatched** by any other freight rail system in the world.
- Railroads serve nearly every industrial, wholesale, retail, agricultural, and mining-based sector of the economy. Whenever Americans grow something, eat something, mine something, make something, turn on a light, or get dressed, railroads were probably involved somewhere along the line.
- Railroads are the **affordable** and **environmentally friendly** way to transport freight and people:
  - ✓ On average, railroads are **nearly four times more fuel efficient** than trucks. That means transporting freight by rail instead of truck **reduces greenhouse gas emissions by 75 percent.**
  - ✓ A train can carry the freight of **280 or more trucks.** If just 10 percent of the long-distance freight that moves by truck moved by rail instead, fuel savings would exceed **one billion gallons** per year. The resulting greenhouse gas emissions savings would be equivalent to taking **2 million cars off the road** or **planting 280 million trees.**
  - ✓ **Freight rail provides the infrastructure on which most passenger rail** operations take place. More passenger rail means more travel options and convenience, environmental benefits, and increased livability.
  - ✓ Average U.S. freight rail rates were **55 percent lower** in 2009 than in 1981.

Expanding Rail Capacity

- Unlike trucks, barges, and airlines, America's freight railroads operate almost exclusively on infrastructure that they build, maintain, and pay for themselves. From 1980 to 2009, railroads reinvested more than **$460 billion** of their own funds on locomotives, freight cars, tracks, bridges, tunnels and other infrastructure. That's more than **40 cents out of every revenue dollar**, invested right back into a rail network that keeps our economy moving.



- In recent years, America's freight railroads have been reinvesting more back into their systems than ever before — an indication of their commitment to meeting America's current and future transportation needs.

- A few years ago, the U.S. DOT forecast that freight transportation demand would rise 92 percent by 2035 from 2002 levels. The recent recession means projected traffic growth will take longer to materialize, but it's nevertheless clear that demand for freight transportation will surge in the years ahead as America's economy recovers and the population grows. But to meet future demand, **rail capacity must be expanded.**

- Railroads will continue to reinvest massive amounts back into their systems, but they are unlikely to be able to pay for the full amount of rail capacity that America will need in the years ahead. Policymakers can help ensure that America has optimal rail capacity by taking the following steps:

  1. <u>**Tax Incentives for Expanding Capacity**</u>. Tax incentives to build new tracks, bridges, tunnels, and other rail infrastructure make good economic sense. **Every $1 invested would result in more than $3 in total economic output.** And each $1 billion of new rail investment induced by tax incentives would create **20,000 jobs**. All businesses that make investments to expand rail capacity, not just railroads themselves, would be eligible.

  2. <u>**Public-Private Partnerships**</u>. Public-private partnerships — arrangements under which private freight railroads and government entities both contribute resources to a project — offer a **mutually beneficial** way to solve critical transportation problems. Partnerships allow governments to expand the use of rail, including passenger rail, paying only for the public benefits of a project. Host freight railroads pay for the benefits they receive. It's a win-win for all involved.

  3. <u>**Keep the Staggers Act Intact**</u>. In 1980, Congress passed the Staggers Rail Act. Staggers created a balanced regulatory system that still exists today: shippers are protected against unreasonable railroad pricing and unreasonable railroad conduct, while railroads can largely decide for themselves how to manage their operations. **Thanks to this balanced regulation, America has the most productive and affordable freight railroads in the world.** Policymakers should reject calls to return to a time when bureaucrats run America's railroads.

Working Together: Public-Private Partnerships

ASSOCIATION OF AMERICAN RAILROADS MAY 2010

Summary

Public-private partnerships — arrangements under which private freight railroads and government entities both contribute resources to a project — offer a **mutually beneficial** way to solve critical transportation problems. **When more people and freight move by rail, the public benefits tremendously** through lower shipping costs, reduced highway gridlock, enhanced mobility, lower fuel consumption, lower greenhouse gas emissions, and improved safety. Partnerships allow governments to expand the use of rail, including passenger rail, paying only for the public benefits of a project. Meanwhile, host freight railroads pay for the benefits they receive. It's a win-win for all involved.

We're All In It Together

- Today more than ever America needs safe, affordable, and environmentally sound transportation options. Public-private partnerships combine public and private resources for specific projects to help make this happen — and take advantage of the **tremendous public benefits** associated with freight railroading.
- Partnerships are important because some transportation problems can't be solved if each party acts alone. **The answer is cooperation.** Many potential rail projects would provide a combination of public benefits (such as reduced highway congestion by taking trucks off highways or increased capacity for passenger trains) and benefits for freight railroads (such as enabling faster and more reliable operations).
- In some partnerships, public entities and private railroads both contribute to a project's initial investment, with the railroad alone responsible for funding future maintenance to keep the project productive and in good repair.
- Since railroads contribute funding commensurate with the benefits they receive, **public-private partnerships are not "subsidies" to railroads.**

Partnerships With Freight Railroads: The Public Wins

Public-private partnerships with freight railroads yield major benefits to the general public:

- Growing the Economy. According to a U.S. Department of Commerce model of the U.S. economy, America's freight railroads generate nearly **$265 billion** in total economic activity each year including direct, indirect, and induced effects. Every railroad job related to day-to-day operations sustains another **4.5 jobs** elsewhere in the economy.
- Fuel efficiency. On average, railroads are **four times more fuel efficient than trucks.** In 2009, U.S. railroads moved a ton of freight an average of **480 miles per gallon** of fuel.

If 10 percent of the long-distance freight that currently moves by truck moved by rail instead, fuel savings would exceed **one billion gallons** per year.

- Greenhouse gases. Greenhouse gas emissions are directly related to fuel use, so moving freight by rail instead of truck **reduces greenhouse gas emissions by 75 percent.**

- Highway congestion. Because a train can take the freight of **280 or more** trucks off our highways, railroads reduce highway gridlock, the costs of maintaining existing highways, and the pressure to build costly new highways.

- Pollution. Moving freight by rail rather than truck significantly **reduces emissions.** The Environmental Protection Agency recently released new regulations that will mean even greater reductions in locomotive emissions.

- Safety. Per unit of freight, rail incurs about 12 percent of the fatalities and 6 percent of the injuries as trucks. The employee injury rate for railroads is **half** that of trucks.

- Affordability. On average, it cost shippers **55 percent less** to ship freight by rail in 2009 than in 1981 — saving consumers **billions of dollars** each year and providing a major **competitive advantage** for American firms in the global marketplace.

- Expanded Passenger Rail. Freight rail provides the infrastructure on which most passenger rail operations take place. More passenger rail means more travel options and convenience, enhanced economic development, environmental benefits, and increased livability.

Examples of Rail Public-Private Partnerships at Work

- One of the best known rail public-private partnerships is the **Alameda Corridor**, a 20-mile rail expressway connecting the Ports of Los Angeles and Long Beach to rail yards near downtown Los Angeles. Completed in 2002, the Corridor has made the ports more productive, reduced noise and congestion in the community, made streets in the region safer, reduced pollution, and allowed faster, more efficient movement of freight by rail.

- The **Chicago Region Environmental and Transportation Efficiency Program (CREATE)** is a public-private partnership involving the State of Illinois, the City of Chicago, and several major freight and passenger railroads. A package of more than 70 distinct projects, CREATE will improve passenger rail service, reduce motorist delays, increase safety, improve air quality, and create jobs, ultimately providing the Chicago region with public benefits valued at more than $3.8 billion. Elements of CREATE will enhance high-speed intercity passenger rail throughout the Midwest.

- Other significant public-private partnerships with railroads include the **National Gateway Project**, which will enhance transportation options for shippers in the Midwest and along the Atlantic Coast by enabling trains to carry double-stacked containers, increasing freight capacity, and making corridors more marketable to major East Coast ports. In addition, the **Crescent Corridor** will strengthen freight distribution in the Southeast, Gulf Coast, and Mid-Atlantic by connecting a 2,500-mile network of existing rail lines with regional intermodal freight distribution centers.

- Most of the $8 billion in recently announced **high-speed rail development projects** will involve partnerships with freight railroads.

CREATE
KEEPING THE GO IN CHICAGO

CHICAGO REGION
ENVIRONMENTAL AND
TRANSPORTATION
EFFICIENCY PROGRAM

CREATE PROGRAM
c/o CTCO
1501 S. CANAL STREET
CHICAGO, IL 60607-5204

August 3, 2010

Mr. Randall Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Blankenhorn:

The Chicago Region Environmental and Transportation Efficiency program (CREATE) is a first-of-its-kind partnership between the State of Illinois, City of Chicago, Association of American Railroads (which includes Metra and Amtrak), and U.S. Dot (CREATE Partners). A project of regional and national significance, CREATE includes 71 critically needed rail and highway infrastructure improvements in Northeast Illinois. CREATE will improve quality of life, as well as increase efficiency of freight and passenger rail service throughout the nation and the region.

The CREATE Advocacy Committee has reviewed the draft GO TO 2040 Plan. We appreciate the hard work that went into this Plan, and support the "modular" section format of the Plan. The CREATE Advocacy Committee appreciates the goal setting, technical analysis and research, public engagement and development of shared priorities.

The CREATE Advocacy Committee supports Chapter 7 (Create a More Efficient Freight Network). We agree with the five bullet points to improve the efficiency and interconnectedness of the region's freight systems, which are:

- Develop a national vision and federal program for freight.
- Support CREATE rail system improvements.
- Support regional trucking improvements, including truckways, truck routes, truck parking, and delivery time management.
- Organize and improve public policy relating to freight.
- Integrate freight needs and financing into infrastructure prioritization.

As CREATE is a partnership between the railroads, IDOT and CDOT, each of these individual entities may have their own independent comments on the GO TO 2040 Plan that will be shared under separate cover.

The GO TO 2040 Plan is a job well done, and it is supported by the CREATE Advocacy Committee.

Very truly yours,

CREATE Advocacy Committee Co-Chairs:
Laura Wilkison for Chicago DOT
Todd Popish for Illinois DOT
Mike Payette for Illinois Railroads

I have read the draft of the Metropolitan Planning Council: Below are my comments.

With the aging worker delaying their retirement, according to research, at least 2 years longer since the economic downturn, many mature workers will remain on the job into their 70's. With the loss of home value and declining value of stocks and investments, it is the older citizen of IL that has taken the economic downturn **hit** the hardest. With age, the incidence of disability increases. In fact, more than 80% of employer inquiries that come to the Job Accommodation Network, www.jan.org located at the University of West Virginia and funded through the US Dept. o0f Labor Office of Disability Employment Policy and works with businesses on how to accommodate their current employees who have developed disabilities or chronic health conditions, workforce developers recognize that **people with disabilities are part of the natural human capital of talent of workers within Illinois** and the United States. With this, there is a need to continue to educate businesses, government agencies and nonprofit organizations that functional access for citizens in IL and the northeastern region of IL must include:
Programmatic Access
Physical Access
And Communication Access
What this means is: By 2040

- More affordable and accessible housing must be planned and available.
- All websites must be accessible according to the IL Accessibility Standard Guidelines and US Section 508 requirements as it is estimated that 1 out of every 6 people over 65 years of age will develop an eye condition called macular degeneration; and, the use of assistive technology software for people who are blind and have low vision requires accessible websites. Businesses that sell goods and services online must become aware that they are missing out on a large constituency of customers if their website is not accessible. Government agencies from the local, state and national levels must have accessible website in order to provide and perform the public services needed and information required by their constituencies.
- People with disabilities in the northeastern IL region must be identified as workers within the workforce development plan. To not include people with disabilities may mean that those that are creating this plan could be left out as they age
- Transportation must be made more accessible and obtainable. An example is there is no bus that on a regularly scheduled basis for people who work goes directly to the Morton Grove Metra Station. For citizens in this area getting to work to downtown Chicago is problematic. One must have access to good public transportation in order to work and connections from one type of public transportation system to another must be convenient, affordable and accessible.

- It is important to note that postsecondary educational institutions should be actively **recruit** qualified students with disabilities and should be providing the accommodations these students need (if any) in order to assist them in being successful through the educational process to obtain vocational training or degrees. It is important for our economy to get people with disabiliteis educated and/or trained to work and start paying taxes rather than to receive public benefits that keep them in a state of poverty.

- With 54 million people with disabilties in the US and as of 2008, 10.3% of the population in Illinois are people with disabilities. This means that 1.3 million of the 12.7 million citizens in IL are people with disabilities. Because people with different types of disabilities require different access needs, the planning for 2040 must be comprehensive in its inclusion of the community of people with disabilities.
- **Disability is no longer about the current citizens that have disabilities in IL, it is about our society at large and 2040 plans must be developed to include this population in every area that you have identified.**

Karen Jane McCulloh RN, BS
Karenmcculloh@gmail.com
847-966-4699
Cook County

Karen McCulloh & Associates Consulting
A national consulting firm working with business, government and organizational Diversity and Inclusion initiatives while "Thinking outside of the box--workforce development for and with People with Disabilities"
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McHENRY COUNTY
WORKFORCE INVESTMENT BOARD

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www.mchenrycountywib.org

August 3, 2010

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear Mr. Blankenhorn:

The purpose of this letter is to provide comments on the draft Human Capital portion of the GO TO 2040 plan from the McHenry County Board Chairman and the McHenry County Workforce Investment Board (WIB) Chairman.

First of all we are glad to see that Human Capital (Workforce) is now being addressed in the GO TO 2040 plan. This is a huge step and one that should not be minimized. Anyone involved in Workforce Development or Economic Development knows that one of the key components to bringing new companies or businesses to a community is the availability and quality of its workforce. If an area does not have the workforce to fill the jobs that a business creates or needs to operate there is probably no incentive strong enough to make that company come to your community.

We also agree that education is paramount in having a qualified workforce. However, it is very important that the end users, the businesses of McHenry County, are involved. The Workforce Investment Board, the local area education entities (middle schools, junior high schools, high schools and the community colleges as well as proprietary schools and apprenticeship programs) all need to meet to discuss workforce issues. But it is not enough for just the WIBs, the school system, and the county economic development entity to meet. If we do not get input from the end user we will never be able to meet their needs. The McHenry County WIB is working on a way to assist business in making better hiring decisions by using the National Career Readiness Certificate (NCRC) as a means of evaluating potential employees. This certificate gives the employer a better picture of the future employee's skills and trainability to do a specific job. The NCRC tests applied math, reading for information and locating information skills. By getting buy-in from local business it should help the WIB in getting local schools to provide the third test (*Locating Information*, which is currently not administered by local schools) to award the NCRC.

As mentioned in a letter from the Workforce Boards of Metro Chicago we both agree that an analysis of how the county's youth are prepared for work or post-secondary education is very important. McHenry County has done such an analysis and is prepared to use the information from this report in helping to improve the local workforce. This report goes into great detail and should be of enormous assistance in coordinating with the local school system and local business.

There are two other items that need to be addressed. First, the Illinois Department of Employment Security (IDES) has a tremendous amount of labor force information and to not have them included is a serious oversight. Secondly, the Economic Innovation section fails to mention Workforce Investment Boards (WIBs). In McHenry County the WIB has been very active and engaged in forging partnerships with many of the entities that are closely involved in workforce and economic development. Partnerships have been formed between the McHenry County Government Administration, McHenry County College, McHenry County Economic Development Corporation, McHenry County Workforce Network, and the McHenry County Workforce Investment Board. In fact this very partnership has resulted in bringing in hundreds of thousands of dollars in federal grant funds to assist job seekers in McHenry County. The GOTO2040 Plan should not overlook the contributions of the local workforce investment board to their local economies.

Thank you very much for your consideration regarding our comments on the GO TO 2040 plan. If you have any questions regarding this correspondence please contact Carl Martens, Director of the McHenry County Workforce Investment Board. Mr. Martens can be reached by phone at (815) 338-2437 or by e-mail at cwmarten@co.mchenry.il.us.

Sincerely,

Barbara Ladner
McHenry County Workforce Investment Board, Chairman

Kenneth D. Koehler
McHenry County Board, Chairman

The Workforce Boards
OF METROPOLITAN CHICAGO

Chicago Workforce Investment Council
Cook County Workforce Investment Board
DuPage Workforce Board
Grundy Livingston Kankakee Workforce Board
Lake County Workforce Investment Board
McHenry County Workforce Investment Board
The Workforce Board of Northern Cook County
Workforce Investment Board of Will County

July 26, 2010

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear Mr. Blankenhorn:

The purpose of this letter is to provide The Workforce Boards of Metropolitan Chicago's (WBMC) comments on the draft Human Capital portion of the Go To 2040 plan. The WBMC is a regional consortium of eight Workforce Boards overseeing the local coordination and delivery of workforce services in the City of Chicago and Cook, DuPage, Grundy, Kankakee, Lake, Livingston, McHenry, and Will counties. The Workforce Boards are leaders in driving workforce development and economic growth in the metropolitan Chicago region through development of a skilled workforce. The WBMC's eight years of experience in addressing workforce issues at a regional level provides them with a unique perspective in reviewing the draft plan.

As a preface to more specific comments on plan content, we want you to be aware that three representatives of the WBMC actively participated on an advisory group that guided development of the workforce development report and are, therefore, familiar with discussions that resulted in the formulation of workforce development recommendations. CMAP recognized the importance of engaging workforce development experts in the planning process. However, the draft plan minimizes the role of the Workforce Boards in the implementation phase of Go To 2040.

Additionally, throughout the plan narrative, there is an overemphasis on increasing the role of community colleges. In terms of workforce training, the plan seems to promote community colleges as the primary training entity to the exclusion of other training entities (4 year institutions, proprietary schools, vocational programs, apprenticeship programs, community based organizations, etc). The plan narrative also advocates that community colleges (along with other agencies) take a stronger role as the "link" between the workforce system and education (page 252). In reviewing the education and workforce development reports we do not see similar statements related to community colleges. The WBMC maintains that a plan that includes and recognizes the various types of organizations that comprise the region's education and training community rather than specific references to community colleges will improve the prospects of successfully implementing Go To 2040 education and workforce development action items.

We have organized the remainder of our comments around the implementation plans contained on pages 257 through259; it is our opinion that the implementation plans are the most critical pieces since they provide the framework for achieving education and workforce development goals. It is assumed that any changes made to plans based on our comments would be incorporated into the narrative section as well.

Implementation Action Area #1: Improve Coordination Between Education, Workforce Development and Economic Development

- Prepare assessment reports on cross-system coordination - The focus of a coordination pilot on freight/logistics and energy industries may be the most politically appealing right now but neither are necessarily the most critical to the region. Additionally, it may not be realistic to focus on the energy industry given its relative newness as a sector.

- Strengthen role of workforce intermediaries, including community colleges and WIA affiliates – The Workforce Boards as well as four-year institutions, proprietary schools, vocational programs, apprenticeship programs and community based organizations should be specifically identified as implementers. This action needs to be expanded and less community college focused as further described in "Specifics".

- Collect, compile, and publicize career pathways analyses – Community based organizations in the metropolitan Chicago region have done significant work on career pathways. Implementers identified need to be expanded to include other types of education and training providers.

- While the action area includes coordination with economic development, as implementers they are identified in only one of the four actions.

- While we all agree that the quality of our public K-12 system impacts the quality of our workforce, much of the education report addresses system reforms needed to improve the quality of education for purposes broader than workforce development. However, there is one recommendation that would seem especially applicable to the education and workforce development plan: Strengthen partnerships and collaboration between higher education institutions and professional/business communities in the region to smooth students' transition to the workforce and careers and to strengthen the sharing of resources across sectors (pages 45 and 46). Given this recommendation speaks to the need for public-private partnerships and improved employment opportunities, it seems especially applicable to and appropriate for inclusion in the education and workforce development plan.

Implementation Action Area #2: Data and Information Systems

- Identify additional data sources concerning education and workforce – Add Workforce Boards to list of identified implementers

- Expand the CWICstats system to cover the region – While we would assume that CWIC is included among the CWICstats leaders identified among implements, other Workforce Boards should also be included. As indicated in the "Specifics" section, there will be significant obstacles to expanding CWICstats beyond Chicago and the Workforce Boards can assist in identifying and overcoming those barriers. Additionally, in the "Specifics" section, please clarify what is meant by "workforce development participants". We would assume this does not mean that we are only gathering and assessing data related to individuals enrolled in publicly funded workforce programs but rather includes educational outcome and employment data for all students enrolled at a public institution (e.g., community college and university).

- In the narrative of the education and workforce development section, the report indicates that "work readiness is the focus of the Go To 2040's approach for education" (page 243). Additionally, there is a limited discussion regarding middle skill job opportunities and the need for some education and training beyond a high school education (page 249). Therefore, we would suggest that the gathering and analysis of data related to how prepared the region's youth are for work and/or post-secondary education should be a high priority. The Workforce Boards have done extensive work in this area which included: 1) an analysis of the preparation of the local area's youth for success in college and the workforce using data from multiple measures; 2) the use of data over a four-year period, to determine which high schools have demonstrated significant growth in one or more of the college- and work-readiness measures, and the strategies used to achieve such growth; and 3) identification of opportunities to connect to state and national policies and initiatives that can be leveraged to further local and regional activities.

Implementation Action Area #3: Improve Delivery of Workforce Development Services

- Increase the flexibility and federal funding for workforce development – The only implementer identified is Federal; this implies that we are simply going to wait for legislators or federal administering agencies to make changes. It would seem that there could be a regional strategy for educating and influencing our legislators regarding the need and benefit of increased flexibility and funding. The "Specifics" section addresses only WIA and should be expanded to include other federal workforce development funds as well as State funded programs. Additionally, it would seem appropriate to interface with State agencies that oversee federally funded programs and often establish policies that limit flexibility or determine how funds for which there is a great deal of flexibility (e.g., WIA Governor's set aside funds) are used.

In closing the WBMC offers the following comments relative to the Economic Innovation portion of the draft Go To 2040 plan:

- The absence of the Illinois Department of Employment Security (IDES) in the implementation of activities to improve data and information systems is a glaring oversight. The IDES has access to and extensive knowledge of state and federal data relevant to planned activities, and we strongly recommend that they be included in any implementation activities in this area.

- While the education and workforce development section of the plan acknowledges the importance of a quality workforce in strengthening the region's economy, the Economic Innovation implementation plan fails to include Workforce Boards in any way. While we understand that sections of the plan are not "stand alone" but should be viewed as a whole, in reality the implementation action plans provide the framework for activities to be undertaken and organizations to be included in the implementation phase of Go To 2040. We maintain that Workforce Boards can make a positive contribution to several areas of implementation, but particularly area #2, Nurture the Region's Industry Clusters, and request that the WBMC be added to the list of implementers.

We sincerely appreciate your consideration of comments contained herein. If you have any questions, feel free to have your staff contact Ms. Jan Etzkorn, Regional Coordinator for The Workforce Boards of Metropolitan Chicago at jetzkorn@workforceboaordsmetrochicago.org.

Sincerely,

Paul O'Connor, Chair
Chicago Workforce Investment Council
Metropolis 2020

Edward Melton, Chairman
Lake County Workforce Investment Board
First Midwest Bank

Charles L. Jenrich, Chair
Cook County Workforce Investment Board
AJA Registrars

Barbara Ladner, Chair
McHenry County Workforce Investment Board
Pace Suburban Bus Service

Kate Wollensak, Chair
DuPage Workforce Board
Morton Salt

David Lindgren, Chair
The Workforce Board of Northern Cook County
Midwest Bank

Caroline Portlock, Chair
Grundy Livingston Kankakee Workforce Board
Grundy County Chamber of Commerce & Industry

Pat Mudron, Chairperson
Workforce Investment Board of Will County
Illinois Securities Company

cc: Brett Baden, Chicago Metropolitan Agency for Planning
Michael Bossert, County Board Chairperson, Kankakee County
Leah Bradford, Chicago Community Trust
Annie Byrne, Chicago Metropolitan Agency for Planning
Richard M. Daley, Mayor, City of Chicago
Kenneth Koehler, County Board Chairperson, McHenry County
Therese McMahon, Illinois Department of Commerce and Economic Opportunity
Julio Rodriguez, Illinois Department of Commerce and Economic Opportunity
Robert J. Schillerstrom, County Board Chairperson, DuPage County
Suzi Schmidt, County Board Chairperson, Lake County
Todd Stroger, County Board Chairperson, Cook County
Phil Thomas, Chicago Community Trust
Lawrence M. Walsh, Will County Executive

Linley V. White
708-924-5407
Moraine Valley Community College
9000 W. College Parkway
Palos Hills, IL 60465
whiteL226@moraintvalley.edu

"Jobs follow knowledge."
Job shortages are predicted for 2018. Job skills shortages are being experienced now.

Access to quality health care was not mentioned tonight. This is important.

Nice website.

From: Steve Park [mailto:SPark@Altergroup.com]
Sent: Friday, July 30, 2010 1:03 PM
Subject: CMAP GOTO 2040

I have reviewed the two specific chapters identified: Economic Innovation and Workforce and Education. I believe that the plan is well conceived and can only add a few thoughts for your consideration.

In no particular order

The economic chapter does touch on one area of concern – that of land use plans and zoning which continue to be a challenge in the Metro Chicago area for true economic development and jobs.

The other areas which also need attention for the creation of strong employment centers are:

Lack of adequate transportation (roads and transit) for movement of good and employees/clients.

Adequacy of power, especially electrical. This can often be an issue at both macro and micro levels.

Adequacy of communication.

Without an increased emphasis high technology jobs, in particular, will be constrained.

With respect to the Workforce and Education chapter, I can only emphasize one area:

The education system, including both K-12 and higher education, will need to rethink their trends over the past decades and identify new, more cost effective methods of education. The old adage of throwing money at the problem has not worked and financial resources will be significantly more scarce in the future.

Hope it helps.

Steve

Steve Park, AICP
Senior Vice President | The Alter Group | 5500 W. Howard Street | Skokie, IL 60077 | phone 847.568.5909 | fax 847.676.7855
SPark@Altergroup.com | www.altergroup.com | www.altergroup.com/blog/

James, Melinda L. (Melinda)
Waubonsee Community College

Asst VP Student Development
Sugar Grove Campus, STC-137
Mailbox: STC

(630) 466-7900 ext. 2590
email: mjames@waubonsee.edu

July 30th

"If Illinois does get the Race to the Top - part of what we are obligated to do is to track students - probably will happen through ISBE numbers. Tracking will allow us to use data to better articulate steps that translate to student success."

MAYOR JOE COOK

mayorcook@comcast.net

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning

August 4, 2010

Re: Go To 2040 Comments

Dear Randy,

I would like to congratulate CMAP on the completion of the Go To 2040 Plan and thank you for giving me the opportunity to comment on CMAP's Go To 2040 Draft Plan. Detailed comments from the many organizations I am involved with have or will be forwarding detailed comments for your consideration. I have decided to write you because I believe it is important to recognize that regional cooperation between municipalities has and continues to be the focus of my leadership throughout the region. Because the municipalities around the region have maintained the priority of cooperation for all issues including planning, I have concerns with both the wording and more importantly the perspective of which the plan was developed.

In the Executive Summary, you claim that there has been recognition "that *business as usual* is not acceptable, by the stakeholders and decision makers across northeastern Illinois." This statement begs the question of who does CMAP recognize as "stakeholders and decision makers." If CMAP recognizes the 273 municipalities of Northeastern Illinois as either, then I challenge CMAP to prove this statement. The plan also states, "The region can no longer afford not to plan effectively." and that "CMAP was created because local officials and business leaders understood that reality." Your critical assumption that prior to CMAP the region did not effectively plan is without merit and neglects to recognize the quality planning municipalities have been engaged in prior to CMAP's creation. The plan's claim that the reason CMAP was created was due to the recognition by local officials and business leaders of the lack of effective planning is simply not true.

CMAP's perspective when drafting the plan and structuring the strategies may have influenced the draft plan. Knowing that CMAP's staff fully recognizes that past municipal planning has had a positive impact on the region, would lend greatly to the confidence that municipalities must have in CMAP's ability to develop a planning document. The fact that CMAP staff either does not or refuses to recognize municipal planning contributions gives us reason for cause.

I respectively request that CMAP reviews the previously mentioned critical statements and remove them from the plan. Most importantly I ask that CMAP does a full assessment of the draft plan in determining whether or not CMAP's failure to recognize how the region has benefitted from previous planning has skewed the plans assumptions and strategies.

Sincerely,

Joe Cook
Mayor Village of Channahon
President Will County Governmental League
Chairman Chicago Metropolitan Mayors Caucus
Vice President Illinois Municipal League

August 8, 2010

CMAP Staff and Board
Chicago Metropolitan Agency for Planning
233 S Wacker Drive, Suite 800
Chicago, IL 60606

RE: Comment and Perspectives on the Draft *Go To 2040* Plan

Dear Staff and Board,

I am writing more as an academic who has more than 25 years of experience researching and teaching in graduate programs in planning and public policy than as a citizen. Most of my comments will focus on the areas of my research and teaching—the roll of economics in planning and public finance.

First I want to commend you for doing a policy plan rather than a traditional land use plan. Given the nature of the issues facing the region and their complexity and interrelations, the policy plan was the right choice.

I am very pleased with the overall *Go To 2040* effort, but do have one major concern and several relative minor observations.

The preferred regional scenario is a very laudable goal but is it achievable? There are strong economic incentives that encourage sprawl, inefficient land uses, inefficient use of the transportation system and energy and non-sustainable use of the environment. Regulatory mechanisms, and in particular land use regulations, have largely been ineffective is stemming undesirable growth patterns and trends, and what little success that has occurred is largely the result of significant fiscal incentives—just look at the best practices section of the draft plan. The likely fiscal realities of the next three decades is going to severely limit the ability of governments to continue to use fiscal incentives at the levels they have over the past decade, and even if they could these incentives would have little overall impact on the underlying market forces driving development and growth. Likewise, targeted infrastructure investment can help, but unless it is priced properly it will provide only marginal benefits.

To achieve the goals in the plan, the state and the governments in the region are going to have to aggressively address the pricing of transportation, energy and infrastructure. The plan makes a small step in this direction in its endorsement of congestion pricing, but does not go nearly far enough. Congestion pricing on a few roads is not going to work. Managed lanes—what passes for congestion pricing in the United States—is not congestion pricing and is not supported by theory. All congestion should be treated equally and priced accordingly. Unless there is financial

pain on the behalf of users, behavior is not going to change. Similarly, the price of energy needs to increase to meet energy and environmental objectives. Again, unless there is pain, there is going to be no change in behavior. While the public will vehemently object to higher transportation and energy costs, doing nothing or postponing action will only make things worse. Behavior will continue to not be based on true economic costs, inefficient growth patterns and private investments will continue, and the inefficiencies will be capitalized into housing and property values, making any change in the future even more difficult.

Impact and development fees can also be an effective way to price infrastructure and encourage desirable and efficient development. However, the way they are used in Illinois and most of the rest of the nation, they do not reflect the cost differentials that are necessary to promote efficiencies. This is largely the result of such fees being viewed as a revenue source rather than a pricing mechanism. Impact and development fees and direct pricing of infrastructure get a scant one paragraph is the draft plan.

Taxes and fiscal structures also play an important pricing roll. The inclusion of these in a policy plan is a must and the board and staff are to be commended for including them. One dimension of tax and fiscal policy that is crucial and is completely ignored, however, is the use of tax incentives to encourage new development. The plan should look at the long term fiscal impact of such incentive, as well as their equity and effectiveness—especially since the issue of horizontal equity is raised in the draft and development incentives are often the practice that creates the greatest inequities.

The following are some relative minor concerns.

While on the topic of taxes and revenues, care must be taken in the discussion of vertical equity. Increased progressivity of a tax is not necessarily desirable. The level of progressivity depends on the values of the citizens and it is possible that even a proportional or regressive tax is too progressive. Also, the position taken in the draft precludes a discussion of "optimal taxation" that has dominated public finance theory over the past two decades and should be considered.

I find the discussion of PPPs somewhat confusing, especially when they are implicitly considered as an alternative means of financing. This is the result of not clearly differentiating three separate issues. Bonds and PPPs are often mentioned as an alternative to user fees or taxes for the financing of a project. Bonds do not pay for a project. They just shift the payment over time. Taxes and user fees still must be used to pay the bonds. Similarly, PPPs that involve leasing or purchasing of infrastructure do not pay for a project. There still must be a revenue source. This raises three issues that need to be discussed when addressing the financing of a project and are often muddled together. First, what is the appropriate revenues source? Second, how should payments be distributed over time? In this regard the discussion in the draft seems to miss the

point. When discussing intergenerational equity, the draft discusses pay-as-you-go and pay-as-you-use as if was referring to pensions rather than infrastructure. The issues are fundamentally different for pensions and infrastructure and opposite distributional practices are usually desirable. And third, if payments should be spread over time, what is the best way to borrow? PPPs have a distinct disadvantage in this regard because of federal tax policy and their use must somehow justify the high costs of capital.

I hope these points will be helpful and foster some discussion, especially on the ability to achieve the preferred scenario.

Regards,

Thomas Snyder, PhD Urban Planning and Economics, Harvard
1 S Emerson St, Unit A
Mount Prospect, IL 60056
(847) 342 3470
tsnyder@uic.edu

or

Graduate Program in Public Administration (MC 278)
and Department of Urban Planning and Policy (MC 348)
College of Urban Planning and Public Affairs
University of Illinois at Chicago
412 S Peoria St
Chicago, IL 60607

ILLINOIS TRAILS Conservancy

connecting the state's communities and countrysides and promoting the use of trails for recreation and transportation

July 20, 2010

Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive – Suite 800
Chicago, IL. 60606

RE: Go To 2040 Plan

I attended the public meeting at the Woodstock Library on July 13, 2010.

I was totally impressed by the presentation and scope of the Go To 2040 Plan. The presenter was very knowledgeable and presented the plan very well. The scope of the plan covers everything from Environment to Economics, Mobility, Liveability, Sustainability, Agriculture, Transportation and Governance. It will really be a miracle on your part if you can bring about **Efficient Governance.** Our inefficient governance is becoming more and more obvious when we are facing budget crunches and who can we afford to let go. Today's Rockford newspaper examines the fact that Illinois has **too many levels of government who overlap in what they do.** One of your suggestions might be to whittle down our overlapping levels of governance. Municipalities, Counties, Townships etc. keep stepping on each others toes and costing taxpayers money.

I do also appreciate your stepping out on a limb and making suggestions like the increase in gas tax, expanding our open spaces and promoting local food availability. Supporting economic innovation via education and workforce development is vital to our future well being. Giving businesses a change to expand their operations without stifling creativity is so important. Too many restrictions and limits do not help a business expand.

Thank you for the opportunity to attend the public meeting and I certainly hope that all the communities around the Chicagoland area take your recommendations to heart and make this a better place to live, work, enjoy and grow.

Sincerely,

Bev Moore

Bev Moore, President & Acting Director

Illinois Trails Conservancy PO Box 10 • 144 W. Main Street • Capron, IL 61012
Phone 815-569-2472 • Fax 815-569-2976 • Cell Phone 815-289-1024 • E-Mail bebomoore@aol.com

From: Patricia Joseph [pjoseph@prospexinc.com]
Thu 8/5/2010 9:53 AM
Subject: Resident comments on Go To 2040

Why isn't there a greater emphasis on fewer local governmental entities in this plan?

We cannot afford them. Just think how much money would be freed up to implement your plan if we didn't have to pay duplicates for layers of small government!

I one of your goals is to make the best use of limited resources, please consider thinking very big, very optimistically and very long-term and work toward consolidation of local governments, or at minimum, consolidation of certain local governmental departments.

Just think how much easier it would be to accomplish your goals for land use, transportation, and parks if you only had to deal with, say 75 different governmental entities instead of over 200.

Wow.

Thanks, Patricia Joseph

Patricia Joseph |
2400 North Lakeview, No. 1403
Chicago, IL 60614 |
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773.665.2762
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McHENRY COUNTY BOARD

KENNETH D. KOEHLER
CHAIRMAN

McHENRY COUNTY GOVERNMENT CENTER
2200 N. SEMINARY AVENUE
WOODSTOCK, IL 60098
815/334-4221
Fax 815/338-3991
Email KDKoehler@co.mchenry.il.us

August 3, 2010

Chicago Metropolitan Agency For Planning
Attn: Go To 2040 Comments
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear CMAP Board Members:

As the elected representatives of McHenry County, thank you for providing us the opportunity to comment on the draft Go To 2040 Regional Plan on behalf of our 320,000 residents. Although we are a small portion of the entire region, McHenry County is a significant component of the region's developing edge where many of the Plan's land use and transportation policies will be implemented. We support CMAP's overall planning vision of creating livable communities, improving transportation mobility, expanding our economy, and protecting our natural resources. Our recently completed McHenry County 2030 Comprehensive Plan contains many of these same goals. However, we have concerns with some of the specific policy direction and implementation measures proposed in the draft Go To 2040 Plan.

We are disappointed with the amount of time that we have been allotted to review the Plan and provide our comments. Due to the timing of our meetings, the County Board has not had an opportunity to fully review, debate, and come to a conclusion on the Go To 2040 Plan. Thus, we are only able to provide relatively general comments regarding our concerns.

The County Board's largest concern is with the Plan's many recommendations for reforming state and local tax policy. Our general consensus is that the State has both a spending problem and a taxing problem. We believe the tax structure needs to be systematically reviewed and overhauled. The competition between municipalities for

retail sales tax needs to be addressed. But, we do not believe that if certain taxes are expanded, that the State will reduce other taxes. We do not support any new taxes at this time.

We are concerned about the possible increased regional regulatory control that is implied in many of the Plan recommendations and policies. The Plan appears to support shifting control and funding for land use, transportation, and water resources from local to regional entities. We do not support the expansion of government to run programs such as vehicle mile tracking and congestion pricing on our highways.

The Plan makes many assumptions about McHenry County that do not fit the collar county scenario. We will never have the density to support public transportation in a grid system. Our road structure is rural to semi-rural. Discussions about changing the funding allocation models for transportation to "performance driven" gives some pause.

The plan references the Sustainable Communities Grant program that, at the time of publication of the Draft, was not officially released. Further, the Grant is competitive, and is a one-time program. The statement that the Federal Government should commit sufficient funds to this is an illustration regarding the lack of concrete solutions to offer funding for the level of collaborative planning that the Plan recommends. Funding for the Plan seems to be based on wishful thinking.

The Plan goes way beyond transportation and land use. But to think one size fits all is just not realistic. We have serious reservations how this will affect McHenry County and would appreciate the opportunity to discuss our concerns further with the CMAP Board.

Sincerely,

Kenneth D. Koehler, Chairman
McHenry County Board
and the members of the McHenry County Board

Audience Questions/Comments from June 15 DuPage *GOTO2040* Meeting

1. The comprehensive plan is a tool set up by state statute. What is meant by a "regional approach" and should the plan guide investment? If so, it needs to be reworded to reflect that.

2. What is meant by "underperformance" of the educational system?

3. Have you talked to the railroads to see what their needs will be?

4. What is the relationship between towns and counties in achieving their goals, and what is the time frame for that to happen?

5. What will you do to entice local governments to get on board with the plan?

6. How will the federal government be engaged in implementation of the plan?

7. Are there plans to involve the private sector in implementing the plan?

8. I'm happy to see the emphasis on public transit. It's difficult to have transit-oriented development around a bus route because the bus route might change and not be there tomorrow. Maybe we should emphasize light rail instead because it's more permanent.

9. You should consider a regular blog that would highlight local governments that adopt or implement sections of the plan.

10. There's too little emphasis on highway improvements in the plan. Also, the Illiana Expressway should be moved up to the constrained list. You're inconsistent. Also, we ought to be looking at how we combine governments.

11. I don't like the plan at all. It seems to rely on government as the solution too often. Government is the problem, not the solution. Also, the gas tax increase won't produce $10 billion for transportation.

12. The biggest problem we face is the insidious creep of servitude. It's caused by increasing complexity. Government drags things out forever. You have to address complexity.

13. Agricultural production in urban areas is down because of poor air quality and interference from people. The soil is destroyed. Kids aren't learning because their diets are poor.

14. We can't improve the transit system in DuPage County because we don't have one to improve. We are too diverse a region for all facets of the plan to work the same everywhere.

15. Mass transit needs to be done. Our gasoline tax is already among the highest in the country. How will the federal government help us with transit and light rail?

16. Township governments are redundant and could be easily eliminated. Are you recommending this? Also, fire departments can share equipment. Are you proposing this? Also, Pace and Metra need to communicate better.

17. Does the plan ask local municipalities to pass resolutions supporting it? How will the plan recommendations be communicated to local developers and other private organizations? Can your website list who has committed to supporting the plan?

18. You need to let local planners know what data you're making available to them.

19. One audience member suggested that Ralph Martire of the Center for Tax and Budget Accountability might be a candidate to consider for the taxation task force.

GO TO 2040 DRAFT Feedback Form for CMAP Staff

Meeting: McHenry County Open House	
Meeting Date: July 13 2010	Submitted By: *George Johnson*

The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES

The following areas were introduced and/or discussed:

- ☐ Achieve greater livability through land use and housing
- ☐ Expand and improve parks and open space
- ☐ Manage and conserve water and energy resources
- ☐ Promote sustainable local food

PART 2: REGIONAL MOBILITY

The following areas were introduced and/or discussed:

- ☐ Invest strategically in transportation
- ☐ Increase commitment to public transit
- ☐ Create a more efficient freight network
- ☐ Major Capital Projects

  Names of capital projects identified at meeting (notes can be added on other side if needed):

  _____

  _____

  _____

PART 3: HUMAN CAPITAL

The following areas were introduced and/or discussed:

- ☐ Improve education and workforce development
- ☐ Support economic innovation

PART 4: EFFICIENT GOVERNANCE

The following areas were introduced and/or discussed:

- ☐ Improve access to information
- ☐ Coordinated investments
- ☐ Reform state and local tax policy

QUESTIONS/COMMENTS:

Did the plan address broadband internet access? Pointed out that present services in rural areas offered poor access.

Satellite connections were problematic in the county.

Several comments offered by a participant: A- the speaker offered some history noting Larry Christmas and previous plan efforts – plans are made how do you make them happen;

B- Sited the Ill 47 conservation Design plan as a good effort but Huntley did not follow any recommendations from this plan. C- Discussed ground water Commission and conservation design indexes.

Discussion on work force development: areas and region need a catalyst to get employers and the various schools and apprenticeship programs etc together to provide realistic and necessary training.

Need to implement ideas in relation to water conservation and in reducing the costs of repairing the systems.

Need to have ways to gather innovations and distribute the technologies etc to the public and business and government.

Overall comments: There was little or no controversy on the plan itself. A number of the audience noted the broadness of the plan and were impressed with the programs and policies discussed.

GO TO 2040 DRAFT Feedback Form for CMAP Staff

Meeting: McHenry County Open House, Woodstock	
Meeting Date: July 13 2010	Submitted By: *Annie Byrne*

The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES

The following areas were introduced and/or discussed:

- ☒ Achieve greater livability through land use and housing
- ☒ Expand and improve parks and open space
- ☒ Manage and conserve water and energy resources
- ☒ Promote sustainable local food

PART 2: REGIONAL MOBILITY

The following areas were introduced and/or discussed:

- ☒ Invest strategically in transportation
- ☒ Increase commitment to public transit
- ☒ Create a more efficient freight network
- ☒ Major Capital Projects

  Names of capital projects identified at meeting (notes can be added on other side if needed):

  _____

  _____

  _____

PART 3: HUMAN CAPITAL

The following areas were introduced and/or discussed:

- ☒ Improve education and workforce development
- ☒ Support economic innovation

PART 4: EFFICIENT GOVERNANCE

The following areas were introduced and/or discussed:

- ☒ Improve access to information
- ☒ Coordinated investments
- ☒ Reform state and local tax policy

QUESTIONS/COMMENTS:

1. Q: Does the plan address the need for broadband? Portions of McHenry County don't have high-speed internet access, due to land use (?). A: probably will be addressed in innovation section, but it doesn't specifically include the need to expand broadband.
2. How does the plan turn into action? Participant gave several examples of past plans and efforts that have been ignored. He thinks the indicators and measurements will be important.
3. The Director of the Workforce Investment Board of McHenry: Happy to see workforce development is included, but he thinks more emphasis needs to be on business development. The business community needs to be a more engaged partner so that workforce providers can better respond to needs.
4. A business man says he needs funding for his new technology company, and he feels frustrated about the lack of capital and investment. How do we get organized and see results?
5. Hard to get information on newer energy resources, including training for the energy industry.
6. Thinks CMAP did a good job at covering diverse topics broadly, but also providing specific recommendations. Would be great to see a single source of information. Think about coordinating with libraries, especially for people that don't have internet access.
7. Supports wind farms, good source of revenue (taxes) for the county. Good way to support farmers, allowing them to continue farming.
8. McHenry County College is a good resource for training, especially for conservation and alternative energy.

GO TO 2040 DRAFT Feedback Form for CMAP Staff

Meeting: Will County Public Meeting	
Meeting Date: June 23rd, 2010	Submitted By: Jessica Simoncelli & Diana Torres

The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES

The following areas were introduced and/or discussed:

- ☒ Achieve greater livability through land use and housing
- ☐ Expand and improve parks and open space
- ☐ Manage and conserve water and energy resources
- ☒ Promote sustainable local food

PART 2: REGIONAL MOBILITY

The following areas were introduced and/or discussed:

- ☐ Invest strategically in transportation
- ☐ Increase commitment to public transit
- ☒ Create a more efficient freight network
- ☒ Major Capital Projects

  Names of capital projects identified at meeting (notes can be added on other side if needed):

  Illiana, STAR Line, Prairie Parkway, Peotone Airport

PART 3: HUMAN CAPITAL

The following areas were introduced and/or discussed:

- ☐ Improve education and workforce development
- ☐ Support economic innovation

PART 4: EFFICIENT GOVERNANCE

The following areas were introduced and/or discussed:

- ☐ Improve access to information
- ☐ Coordinated investments
- ☐ Reform state and local tax policy

QUESTIONS/COMMENTS:

1) Woman who was school teacher and concerned about Ryan Warehousing (?) expanding from 2 lanes to 6 lanes along Rt. 53: "What trucking improvements are you thinking about?"
2) Steve Lazarra: just something to keep in mind: those who are happy with 2.5 acre lots and want to maintain lower density development aren't the type of people who come to these public meetings, so when you are considering public input this summer, remember that not everyone is coming out to voice their thoughts.
3) Tom Thanas, City Manager of Joliet: Will you be showing examples of all the good things going on here in Joliet or around Will County? We have a new intermodal facility, we are consolidating government buildings, etc. and we often feel like the "ugly step child" of Chicago down here in Will Co. So if there are going to be a collection of best practices, we'd like you to remember to highlight Will County.
4) General comment from an administrator/planner from Crete about the constrained list of cap projects; asking where the Illiana Expressway is on that list when there has been so much planning for it. Erin did a good job of explaining that there is still $$ for engineering for the unconstrained list and that Illiana could be moved up the list in years to come...
5) John Greuling (of Econ. Dev. Committee): he said that people in Will Co. likes and wants TOD just as much as the next guy, but that they just don't have the transit lines to support it. Sounded like he was just trying to push for transit and transportation projects that would better connect suburban communities (he mentioned STAR line, Prairie Parkway, Illiana). He also started asking about why the third airport wasn't being pushed for in GO TO 2040.
6) Another administrator/planner (maybe from Joliet?): "it is good when something in a plan like this surprises you...I'd expect that transportation and land use would be central features of the plan, but I'm not sure how the Local Food recommendation fits into all of this?" There was some discussion of how they are more concerned with having a good chain grocery store on the East side of Joliet than they are with starting banana farms and other urban agricultural policies.
7) Some concern about the idea for a Regional Freight Authority: why should someone from McHenry Co. be commenting on and shaping policy about freight when most all of the intermodal facilities and freight traffic goes through Will County? Just a general concern about the make-up and structure of this kind of authority, and a suggestion that a Will Co. Authority might make more sense. Erin encouraged him to send in a formal comment.

Questions / Comments from Kane County public meeting

07/21/2010

About 50 people in attendance

- There is potential for increase in gas tax to help with road work projects. Where would the increase in tax money go? 7 county area or Springfield? Can you ensure/guarantee that it will stay in the 7-county area so that Springfield does not take it and we don't get our fair share?
    - CMAP response: We hope it stays in the 7-county area but there are no guarantees. It's important that our region gets it's fair share.
- I have little faith in Springfield. Do you coordinate with other regions to get projects done, for example, with high speed rail?
    - CMAP response: We, as a region, want to have more control.
- Parents used to be able to go to Madison, WI on a train (in the 30's or 40's). Is this type of travel in our future?
    - CMAP response: The federal government is looking into it but funding is dire.
- There is a focus on liveability/smart growth but also looking to keep transportation options where they are. In Montgomery, we look at smart growth but to meet the needs, we need rail expansion.
    - CMAP response: right now, the existing infrastructure needs to be addressed. Communities need to retrofit to be more welcoming for transportation. Also the idea of modern systems should be explored to promote alternatives.
- Looking at long-term history, Kane County had 2010, 2020 and 2030 plans. NIPC was also involved but now we're facing a depression.
    - CMAP response: right now is a good time and opportunity to avoid mistakes. Real estate development is at a halt and we hope this plan can be a fresh look for many options in the region.
- Financing is enticing but at some point, the investment is no longer viable so projects stop. There is no local control and building sites are abandoned. Also industrial parks are abandoned. How do we stabilize the job market with exports and relocated sources?
    - CMAP response: Tax policy and other workforce development pieces are key to answer this point.
- Trickle down CMAP to counties to 200+ municipalities will be important to ensure this is an effective tool and not just a study.

  - CMAP response: CMAP has no local control and we have outreach meetings to hear back from implementers. The next phase of the plan is the implementation and provision of assistance where needed.
- It's frustrating that we have counties, municipalities, states, townships all doing road construction that is uncoordinated. For example, it South Elgin we had road work completed that was then destroyed by another project for building a bridge. Similar case in Campton township where new roads where destroyed for piping. There is a lack of coordination between governmental units with respect to utilities and how do we prevent this in the future. Utility companies need to be part of the equation too.
  - CMAP response: Coordinated investment is important and utilities are involved in the dialogue.
- I am supportive of housing recommendations but the ability to achieve these, at least in Kane, Will and Kendall, is for CMAP to take a stronger hold on transportation. This includes 1) system of connected streets vs. U.S. highways, and 2) paying more attention to mass transit counties and build high density to support transportation options around the new sites. Transit areas promote liveable communities.
- *GO TO 2040* supports compact development near transportation and yet most folks like in single-family homes with lots. Have you seen change in attitude for living in mixed-use developments in the suburbs? More dense housing?
  - CMAP response: We know transit nodes promote density, but this may take time.
- Considering federal money, rail expansions and the increase of freight and the Prairie Parkway, which is earmarked, is anyone looking to get three sets of rail tracks in that area vs. CN trying to build in existing areas? Setting up strategic lines could prevent traffic in the region. These are huge federal projects that could impact Chicago and also relieve congestion.
  - CMAP response: We are looking at the instances of truck freight and rail freight and seeing how facilities could accommodate this.
- There is one clear goal in this: an additional 150,000 acres of open space. Have we already determined what we need for this? As the economy recovers and local food goals are established, how do we prevent going back to where we were so we can protect open space and prevent development? Is there talk about public-private partnerships with farmlands?
  - CMAP response: In terms of open space, we hope to preserve land as farmland, forest preserves and community parks.
- Any time you put a number in a plan, people say we need to be there, etc. To say 150,000 acres of land means that generations will say open space will be there. Also, most of this open space will be in Kane, Kendall and Will counties.

    - CMAP response: We also include endangered areas and streams in those figures.
- Randall Road was a limited access freeway at one time; is there any foresight to use as a highway? We're wasting resources on development of road corridors and need better planning and foresight.
    - CMAP response: We are looking for modern highways.
- Water recharge issue: For the past 5 years, developers say wastewater retention ponds can do this. But to do so, we would need to re-evaluate the storm water runoff practices used today.
- Jobs have not been filled today and there is high unemployment. They say community colleges can help with the void but where are these students actually working? There is a lot of false hope with community colleges and their programs are not solving problems but they sound good when politicians promote them. But this does not take care of communities.
    - CMAP response: We are looking to track more information from Community Colleges across the region.

GO TO 2040 DRAFT Feedback Form for CMAP Staff

Meeting: Kendall County-Oswego (22 attendees)	
Meeting Date: June 29, 2010	Submitted By: Amy Talbot

The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES

The following areas were introduced and/or discussed:

- ☐ Achieve greater livability through land use and housing
- ☐ Expand and improve parks and open space
- ☐ Manage and conserve water and energy resources
- ☐ Promote sustainable local food

PART 2: REGIONAL MOBILITY

The following areas were introduced and/or discussed:

- ☐ Invest strategically in transportation
- ☐ Increase commitment to public transit
- ☐ Create a more efficient freight network
- ☐ Major Capital Projects

  Names of capital projects identified at meeting (notes can be added on other side if needed):

  _____

  _____

  _____

PART 3: HUMAN CAPITAL

The following areas were introduced and/or discussed:

- ☐ Improve education and workforce development
- ☐ Support economic innovation

PART 4: EFFICIENT GOVERNANCE

The following areas were introduced and/or discussed:

- ☐ Improve access to information
- ☐ Coordinated investments
- ☐ Reform state and local tax policy

QUESTIONS/COMMENTS:

Lack of Prairie Parkway or any major capital projects in Kendall County as the fastest growing county-main topic of discussion. Questions about how Prairie Parkway would be funded. Asked how the capital projects were prioritized.

Congestion is a major problem for the area. Inquiry about congestion pricing. Concern as tollway pricing goes up, trucks will just find alternative routes that will add to congestion. Need for additional roads. Brought up the importance of the Oswego train station.

Regional Tax Policy Task Force is a waste of time.

Concerns that by having CMAP cover a wider array of local issues (such as health, local food, education) that we are duplicating the services of other local organizations. Need to use funding strategically.

Need to define perimeters around data and what information it will be able to provide.

Concern that the ability to have a walkable downtown is being killed by all these roads being built.

Land for agriculture and urban agriculture contradicts the growth policy.

There was interest in the $25 million dollar Energy Block Grant and what would be eligible.

Side note: There is a Kendall County Zoning Survey on Yorkville website-July 30th.

Questions / Comments from Lake County public meeting

06/22/2010

About 25-30 people in attendance

- Congestion pricing would negatively affect people who have to drive because of their type of work, that's not fair
    - CMAP response: need to seek out innovate financing ideas because current system is not sustainable to maintain roads at a safe minimum standard
    - Could have also responded that even though they are forced to pay and don't have other travel options, the influence on other drivers would lead to reduced congestion so they would benefit from fewer cars sharing the road with them
- Is open space preservation of 150,000 acres additional open space or total?
    - CMAP response: Additional
- Capital projects – the Milwaukee District North line improvements project (currently on fiscally unconstrained list) should be on the constrained list. It is just as good as the UP-N line project; it just doesn't affect as many people because the communities aren't dense enough. But it's a Catch-22 because without better rail, the density won't happen.
    - CMAP response: The focus of capital projects is to maintain, improve, and modernize the existing system and there were many factors that were considered in the evaluation of the projects and number of people affected is an important factor and CMAP can work with communities to create comprehensive plans that foster a compact, walkable environment that will make transit more viable. Also, you can go online and read more about each project and how they were selected, and you can also submit your comments there.

GO TO 2040 DRAFT Feedback Form for CMAP Staff

Meeting: Palos Hills (21 attendees)	
Meeting Date: July 27, 2010	Submitted By: Amy Talbot

The purpose of this form is to track feedback at stakeholder meetings from Jun. 11 through Aug. 6, 2010

Please use the check boxes below and note any questions or comments we received.

PART 1: LIVABLE COMMUNITIES

The following areas were introduced and/or discussed:

- ☐ **Achieve greater livability through land use and housing**
- ☐ Expand and improve parks and open space
- ☐ **Manage and conserve water and energy resources**
- ☐ Promote sustainable local food

PART 2: REGIONAL MOBILITY

The following areas were introduced and/or discussed:

- ☐ **Invest strategically in transportation**
- ☐ **Increase commitment to public transit**
- ☐ Create a more efficient freight network
- ☐ Major Capital Projects

  Names of capital projects identified at meeting (notes can be added on other side if needed):

  _____

  _____

  _____

PART 3: HUMAN CAPITAL

The following areas were introduced and/or discussed:

- ☐ **Improve education and workforce development**
- ☐ Support economic innovation

PART 4: EFFICIENT GOVERNANCE

The following areas were introduced and/or discussed:

- ☐ Improve access to information
- ☐ **Coordinated investments**
- ☐ **Reform state and local tax policy**

QUESTIONS/COMMENTS:

What is the predominate housing option that CMAP is promoting? What is stopping a community from only putting in single family and not having "affordable" housing? How will the rest of the region fill in the gaps of this? How will the region achieve a balance?

What is the preferred method for residents to pay for transportation? Gas tax, sales tax? How much are they willing to pay for better service?

There is work being done at the state level for tracking workforce development, to track students from primary school through college.

8 cents not a bad price to pay for transit and less traffic. Tolls based on time of day and indexing gas tax is a good idea.

This all sounds good but municipalities have a very tight budget and less staff what assistance is CMAP going to provide to these communities? What are they providing for water related issues, sprinkling, etc?

Will CMAP be advocating for standardizing taxes throughout the southwest area, across county lines? Similarly consistent sales tax across the 7 counties...

Talk about the Starline and why it isn't on the major capital list.

What are the major capital projects for the southwest?

Talked about I-55 extension and Elgin Ohare

Talk about the process of getting money for major projects and how there is a relationship with the fed and certain timelines associated with that. Takes a while to actually build these capital projects. Need to streamline process in order to build projects quicker.

Talked about the benefits of BRT.

How could our transportation money be used better?

There will always be tension between the car and mass transit, biggest problem is dealing with IDOT.

Inquired about why Chicago region hasn't privatized mass transit that other European counties. Will the region partner with a private company?

How is this plan being rolled out to the business community?

How will CMAP be accessible to the public after August 6th?

Need political will to get transportation projects built not just money.

And notes from George Johnson:

Type of options for housing in maintaining communities;

Use of Available land (considerations toward redevelopment);

Public Transportation;

Education – directions to jobs and job training (Governor signed bill on tracking job trainees) need for more work force development;

Water Conservation (offered the water study on several issues) Sprinkler use etc.;

Question on whether CMAQ would be a source of ordinances that could be adopted by municipalities? Amy responded that the Water Resources Study did have an ordinance available for adoption in whole or part);

More activity was needed in the promotion of ordinances, discussion of issues, and providing a place where information on resources can be accessed;

Discussion on technical assistance (Livable Cities grant);

Discussion on taxes in the seven county region – would there be any standardization in taxes assessed (Sales and Property). It was noted CMAQ would be addressing this issue through studies and expert panels;

Transportation discussions on short term and long term – revenues 45/55 split, major projects mentioned Star Line and Illiana. Question - why transit not considered for the I-355 corridor. Support was offered for several of the transportation tax increases.

Notes from GOTO 2040 Minority Comments Session (7/30/10)

General Comments

Some of the comments received were on issues that cannot be addressed in the regional plan; however there was a lot of concern about how elected officials address planning issues, the lack of understanding of the process amongst elected officials and the issue of equity across the board as it relates to infrastructure, data access, and capacity building.

It was acknowledged that the plan may be too broad to accurately address specific needs of African American communities, because the plan assumes a level of quality of life and employment opportunities that are not present in many minority communities.

The following points were discussed:

--The plan should incorporate more quantitative and statistical measures, as well as some metrics to measure the success of different projects. The plan should avoid generalization when proposing policies for the region.

-- The plan should consider some regional "best practices" in other metro areas that are comparable to Chicago, such as another major American city that has implemented policies similar to the ones being proposed.

--The plan needs to address specific areas and recommend specific approaches that can be considered as best practice of regional innovation.

-- There are too many regulations that prevent communities from implementing green projects. The plan should recommend creating clear and standardized guidelines for the green industry that can encourage communities to experiment with green technology.

Governance

-- The plan should recommend mechanisms for involving community residents, local elected officials in the development of capital and major projects

--The plan should incorporate ways to involve community members in the decision-making processes of planning organizations, perhaps by mandating that a certain percentage be representative of local minority groups in the region

-- The plan should incorporate mechanisms to train politicians on the regional planning process. This will hold them accountable to their communities.

Livable Communities

--The plan should put more emphasis on addressing Fair Housing issues among minority communities, particularly the high rates of foreclosures in many of these areas that have yet to be addressed.

--The plan should combine the promotion of sustainable food systems with other priorities such as education and healthcare. This could be done through integrating local food production with schools and healthcare centers in urban communities, through a series of workshops and community events.

Regional Mobility

-- The GO TO 2040 plan seems to focus predominantly on the middle class, and middle income residents of the region. The plan should also keep in mind the needs of the lowest classes as well. For example, when proposing transportation measures such as tolls or gas tax, the plan should consider how these programs may have a disproportionate impact on the poor residents of the region, particularly the minorities.

-- The plan should encourage grassroots involvement in major capital projects and recommend the infrastructure for achieving such involvements. Every major capital project should have a strong representation of local residents in planning and decision making. For example, the success of the DCP's (Developing Communities Project) work on the Red Line Extension is due largely to the grassroots effort and community involvement in the area.

-- The plan should address the issue of equity among different communities, particularly regarding transportation. For example, many African American communities are located in **transportation deserts**, which contribute to their areas being underserved with basic services. The plan could advocate for some kind of "equity index" as a measure of how different communities compare to each other.

--There is a need to explain, through an organizational chart, the interrelation between the different agencies that deal with transportation so that the general public can comprehend who is responsible for what. -- The plan should explain how the various transportation agencies in the region (IDOT, CTA, RTA, METRA, CDOT, and CMAP) relate to each other

--There is very little coverage on the proposed high speed rail which is a major development in the region. More information is needed.

-- The plan should incorporate more ideas regarding the types of developments that will go around major transportation investments. It should not just promote the capital projects themselves in isolation. The approach should be similar to how TOD (Transit Oriented Development) plans emphasize the quality of the surrounding environment as much as the transportation investment itself.

--You cannot push people to ride public transit when the ridership experience and quality of the facilities are poor. The plan should promote and emphasize the need for alternative mobility programs.

Human Capital

-- The plan should emphasize the need to increase opportunities in manufacturing and construction sectors. The plan pushes the growth of high tech jobs and puts very little emphasis on construction and the retention of manufacturing industries.

-- While pushing for the growth of certain industries, it's important to recognize the possibility of "occupation deserts" that have occurred in areas like Detroit. The plan should support workforce

development programs that develop broader and more transferable skills.

-- In addition to workforce development and education improvements, the plan should also advocate human and social services planning. These are two key areas that are important in low income communities yet the plan places very little emphasis in them.

-- The plan should address how the region can draw young minority professionals to Chicago, and create policy recommendations with this in mind. There is a large minority population in the region but many of them move out of Chicago to seek employment in other cities. What does the plan has to say about retaining this workforce in the region?

-- The plan should emphasize green jobs training in community colleges, and provide other measures to train young people to work in the green economy.

-- In addition to education recommendations, the plan should include ideas for improving schools' physical infrastructure through weatherization and new construction to enhance the learning experience in public schools.

-- Incarceration is taking minorities away from the workforce in their prime ages, it is important to address the implications this has on the present and future workforce in the region.

First, the two accomplishments of the **Plan**.....
It is almost an encyclopedic gathering of what the region needs to move forward. As such, we get the first real merger of land use and transportation. We also get 12 chapters that try to grapple with all the issues of our not-so-coherent region.

The Plan's other accomplishment is it is prudent. Being prudent means being unambitious in a state whose political leadership has behaved irresponsibly and whose gross fiscal mismanagement is just starting to be felt and has sideswiped us only this year. Both threaten us with the most serious, long-term fiscal and political crisis imaginable to self-government.

Second Step, my analysis of how **the Plan's** accomplishments have some potentially deadly compromises... or the other side of the two-edged sword.

The other side of being encyclopedic is there is no clear strategy to know what focus yields the highest results and, thus, make possible the other wishes in the encyclopedia. Something for almost everyone (or 67% in the case of CMAP's Board) is a strategy based on politics. And when you are as broke as Illinois will be for the next decade or longer, economics is a strategy much more likely to succeed... particularly when our dysfunctional politics created this mess. Economics and enterprise can start with only a little and make something great.

This Plan primarily should sell its economic and fiscal benefits. It is not too late to do that. Over the last two years, I've heard lots of good data behind this Plan. Bring economics to the fore and remind mayors that good economics includes fiscal stability.

The other side of prudence and caution is not being daring enough. I do not fault CMAP for not being daring... and I hope no one else does, either. CMAP was charged by Illinois to merge transportation and land use planning, but the Assembly failed to give CMAP the authority.

Typical of bad leadership, the Assembly followed the wishes of the municipalities who were granted most of that land use authority many decades ago (and eventually produced what turns out to be our very costly sprawl.) Instead of righting the imbalance of state law, the Assembly lost its

nerve and made CMAP weak; hostage to an effective consensus of 200+ suburban mayors, a huge obstacle to effective policy.

Perceiving itself with a tough task and in a weak position (and funding abandonment from the Assembly), CMAP understandably chose caution and built the **2040 Plan** around the consensus of the previous decade: that transportation capital dollars would be better spent to serve compact communities, but that compactness was not a requirement for dollars to be spent.

Yet, the consensus of the previous decade is not the basis for our new decade...particularly when new federal policies are being crafted and they need to be tested by some boots on the ground.

Third... What Is To Be Done?

In the face of this dismal dilemma, we actually might earn some good fortune if we merge an economic strategy (the cure for the diffuse, encyclopedic Plan) with a daring political strategy (the cure for being abandoned by the Assembly.) Any major change like this would come in the Implementation Stage. But it is helpful if the **2040 Plan** has an Addendum that least explores some bold Scenarios our of our current situation. After all, it is at least reasonable and cautious to have a Plan B when your state government is suffering from a glaring case of fiscal schizothymia and this upsets every local government.

So to help start this inevitable discussion now, here are some likely sequence of events that I suggest an Appendix entitled something along the lines of "Scenarios For Facing Fiscal Imbalance And Taxpayer Outrage."

* Political paralysis of the state becomes even more evident by mid-2011 as the Assembly fails again to balance the budget and taxpayers threaten some sort of revolt until government gets its programs in order.

* Capital Projects in the **2040 Plan** need to be scaled back to reality by over 50% because the operating subsidy will remain so high because sprawling communities do not encourage ridership.

* Chicagoland acts sensibly and gets together and raises some of the capital funds that Illinois otherwise should have supplied.

* But as part of the deal to minimize taxpayer outrage, the funds should be invested to minimize the operating subsidy.

* In effect, the region agrees that these capital funds should be tied to local Comprehensive Plans that create more compact and mixed use neighborhoods that encourage greater ridership.

Summary

* The accomplishments of the **2040 Plan** also reveal its weaknesses.

* And its weaknesses in today's political, fiscal and economic uncertainty can be minimized.

* One key is focussing our efforts where investment yields the most public and private good.

* The importance of that yield can be tied to the encyclopedia of regional ills. (I think I got an idea of how that can be presented as a visual schematic and will offer one at our meeting on the 9th.)

* CMAP writes an Appendix highlighting how transportation investments yield more public benefits when compact communities shaped by Comprehensive Plans also reduce the operating subsidies from taxpayers.

* This discussion of allocating new taxpayers capital funds to reduce taxpayer operating subsidies will move the region forward in our bad situation.

* Despite CMAP's weak position as advisory on land use issues, it does have leverage in determining how federal transportation dollars can be used.

* This leverage can be used both defensively and offensively so towns actually build the type of Transit Oriented Development that is talked about and certainly a majority knows we need.

* The hour may be late for strategic changes; but caution also says **the Plan** needs to stay relevant in the unstable period that probably accelerates in 3 months.

Erin,

I enjoyed the presentation yesterday on 2040 planning, and want to commend you for excellent power point, as well as all the work of Regional Indicators in cooperation with Chicago Community Trust. I remember the targets to increase substantially the open space acres, and the aging of the population (which will benefit by mobility infrastructure).

You have my recommendations concerning "building block" cooperation in areas of about 150,000 (about the size of a community college district) for 4 season updating by convening local public officials, business and community leaders on "quality of life indicators" in their areas as well as feedback on investments, or potential investments, such as Stimulus investments, and, of course, on progress on elements of 2040 plan.

The logical annual step for CMAP would be to co-host an Electronic Town Hall in each county (Cook) or multi-county area outside Cook (south, west, north), to showcase local and regional indicator trends, and for hearing from private and public stakeholders working on new investments in each of the 2040 plan elements.

As mentioned, one topic in counties outside Cook might be "what's the future of county fairs, and the use of county fair facilities and open space?" See the link below to recent story on economics of fairs in 101 of Illinois' 102 counties, including how a developer in McHenry county assisted in buying old site and financing improvements in new site. Maybe some community colleges or universities might cooperate in renovating facilities in many counties.

: http://www.chicagotribune.com/news/local/ct-x-n-county-fairs-20100728,0,4071300.story

Note the IL Department of Agriculture funding (and funding pressures) role. Perhaps CMAP might work with DCEO, IL Department of Agriculture and others, including local community colleges and universities, to preserve these places as viable economic and learning nodes, while preserving their roles as open spaces, including linking with local parks or forest preserves. Under longterm plans, IL Dept of Agriculture's 7.7 million might contribute a portion of local match to gain more investment.

As background, with my focus on "return on investment" for Illinois' $50 million broadband fund (part of 2009 Capital plan), I initially shared this article with persons involved with DCEO, Illinois Broadband Deployment Council and the Partnership for a Connected Illinois, as the newly designated private-public partnership for extension of broadband infrastructure and services all across Illinois. I would be glad to provide more background.

I am copying this to an attendee of yesterday's 2040 session, from UIC sustainability office, who also noted an interest in open space preservation. While there's no county fair in Cook County, there may be other "Open space/gathering space" places such as parks which might be developed in cooperation with universities and community colleges, as flexible Community Anchor Institutions. For example, the old Harrison Park is now site for National Mexican Arts Museum, which I note will be a hosting place on Aug 31 for discussion of METRA capital plans, which are key elements in 2040 plans.

Best regards,

Layton Olson
Community Life Initiative

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Jack Berry writes:

"I am a mostly retired (age 75) college professor, having taught and consulted in ecological and human environmental planning, and at one time I worked at Openlands Project in Chicago. Having the appropriate academic background, I have three comments:

1) Foremost, when I was a TV co-anchor, I taught a college credit course on Channel 11 wttw.tv. Former Director of NIPC, Larry Christmas, was a guest on two of our programs. He "on camera" in 1972 told me, "Jack, we have plans, what we lack is the means to make them happen!" I like your plans, they are text book, but now let's make them happen that way.
2) I was involved in Conservation Design Forums, IDOT's plans for the Route 47 corridor from Huntly, IL to Woodstock. Great plan, please read it! (Unfortunately the Village of Huntly completely ignored it). Look up the CDF's use of "quality of life measureable indicators."
3) I am also one of two members here from the Governor's Northern Illinois Ground Water Commission, and I've seen the effects of poor – or no – planning. This one truly needs to work! I live very well, but what about sustainable environment and quality of life for my grandkids??? Make it work!"

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GO TO 2040

GO TO 2040 DRAFT
PUBLIC COMMENT CARD

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. By state and federal law, CMAP is responsible for developing *GO TO 2040*, metropolitan Chicago's comprehensive regional plan. In addition to land use and transportation, *GO TO 2040* also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

Residents may submit comments on the *GO TO 2040* website (www.goto2040.org), by email to info@cmap.illinois.gov, by fax to 312-454-0411 or by postal mail by folding this form in thirds, taping closed, placing a stamp and mailing (see reverse side for full address). For more information or assistance, contact CMAP at 312-454-0400.

Between Friday, June 11 and Friday, August 6, 2010 partners, residents and stakeholders have an opportunity to provide input on the draft *GO TO 2040* comprehensive regional plan for northeastern Illinois. Comments must be received by August 6, 2010 at 5:00 p.m.

* I appreciate the "Best Practices"/examples from elsewhere in the country/world... shows possibilities already in place
* The Local Food chapter is a good start — is there a way to nod toward localizing the supply chain in other areas? Manufacturing, small goods, etc?
* What kind of regional productive identity does Chicago/environs want to have? Chi. used to be a major industrial region... maybe now it's a big retail/marketing area... can we redefine that identity

Please PRINT your contact information if you would like to receive CMAP updates:

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THE PLANNING PROCESS IN CHICAGO AND THROUGHOUT THE STATE OF ILLINOIS IS DONE FROM THE TOP DOWN AND IS A COMPLETELY CORRUPT POLITICAL PROCESS. MOST FEDERAL FUNDING AND STIMULUS DOLLARS COMING TO CHICAGO IS CONTROLLED BY THE POLITICIANS AND AGENCIES CREATED BY THE POLITICIANS. ACCOUNTABILITY FROM ELECTED OFFICIALS IS ABSOLUTELY NECESSARY IF WE ARE TO BREAK THE CYCLE OF DRUG ADDICTION AND POVERTY THAT IS SYSTEMATICALLY DESTROYING AFRICAN AMERICAN COMMUNITY. AFRICAN AMERICAN COMMUNITIES THEREBY HAVE BEEN SYSTEMATICALLY DISENFRANCHISED.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: HAROLD L. LUCAS Phone: 773-373-2842

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GO TO 2040

GO TO 2040 DRAFT
PUBLIC COMMENT CARD

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. By state and federal law, CMAP is responsible for developing *GO TO 2040*, metropolitan Chicago's comprehensive regional plan. In addition to land use and transportation, *GO TO 2040* also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

Residents may submit comments on the *GO TO 2040* website (www.goto2040.org), by email to info@cmap.illinois.gov, by fax to 312-454-0411 or by postal mail by folding this form in thirds, taping closed, placing a stamp and mailing (see reverse side for full address). For more information or assistance, contact CMAP at 312-454-0400.

Between Friday, June 11 and Friday, August 6, 2010 partners, residents and stakeholders have an opportunity to provide input on the draft *GO TO 2040* comprehensive regional plan for northeastern Illinois. Comments must be received by August 6, 2010 at 5:00 p.m.

1. Expand Regional Indicators to monthly/quarterly "public Reports" as part of National O/L "Media Reports" from White House (etc.) with help from CCP
2. Integrate data projects into Virtual Infrastructure and Human Resource Model for operation, analysis + Revenue-generation for Municipalities
3. Integrate HR projects into quarterly Models at Comm. Colleges in areas of 150 000, including Broadband + Skill outreach
4. Co-Host annual electronic Town Hall for "public" on Progress on Plan. (already do)!

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Layton OLSON Phone: 312-263-3001

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GO TO 2040

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PRESERVATION

I AM CONCERNED THAT IF LITTLE MENTION IS MADE OF HISTORIC PRESERVATION, IT WILL BE EASY TO TEAR DOWN ARCHITECTURALLY SIGNIFICANT BUILDINGS TO BUILD NEW SINCE HISTORIC PRESERVATION IS NOT EMPHASIZED.

M. TRANSIT

WITH A RECENT POLL INDICATING A MAJORITY OF CITIZENS IN THE AREA ARE IN FAVOR OF MORE FUNDING FOR MASS TRANSIT AND LESS FOR HIGHWAYS, HOW WILL THE GOTO 2040 PLAN BE MODIFIED TO ~~REFL~~ BETTER REFLECT PUBLIC OPINION?

Please PRINT your contact information if you would like to receive CMAP updates:

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GO TO 2040

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Moving forward will CMAP provide community based grant funding for projects aligned with the 2040 objectives?
Is there a process in place?

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Danielle Krizaire-Sutton Phone: 312 233-2745

Organization/Affiliation: Bronzeville Urban Development

Mailing Address (Street, City, Zip): 4312 S. Greenwood, 3S

Email: dkrizaire@bronzevillebug.com

Public Comments on draft GO TO 2040 Plan
Received between June 11, 2010 – August 6, 2010
46 Total Comments

With a pricetag in the BILLIONS, not millions, the Prairie Parkway does not provide sufficient benefit to local residents to warrant funding. This is yet another speedway for people that do not even live in the affected areas. Building the Prairie Parkway would destroy thousands of acres of farmland, threaten the Fox River and other pristine area streams with gasoline and oil runoff, and well as winter salt runoff and soil erosion. It will encourage sprawl in rural areas of Kane county, at the very same time Kane County is trying to preserve open land! We truly don't need more half-filled strip malls or more asphalt-covered prairie.

The "parkway" will bring the roadway within several hundred feet of existing 100 year old homes, seriously threatening the historical, rural environment that we are actively trying to preserve. Conservative planning, and an eye to the long-term future would show that our leadership understands the need for frugal spending and financial integrity during these difficult economic times.

Comment: Judith Krajecki 08/09/2010 @ 9:48 AM

The Lake County Board has urged IDOT to have a planning process that includes all of the communities that will be affected by these changes.

We need to learn from the mistakes made by many communities over the years in concreting over areas before looking at all of the possible future ramifications. Please do not put an overhead expressway - like road over Prairie Crossing Farm. An at grade boulevard system with a planted area in between the two directins of traffic would be the wisest choice. The plan should include a bus rapid

transit system integrated into the existing arterial grid system rather

than an isolated expressway that simply dumps traffic at Prairie

Crossing. Please take care to prevent harming the Almond Marsh area at 120. This is one of the most beautiful and most treasured areas in Lake County.

Comment: Patsy Welch 08/07/2010 @ 10:39 AM

I am glad Lake County is planning for the future. I am disappointed the plan included extending Rt 53. As noted in the document there are many negative impacts. I urge the 2040 team to be creative with a traffic solution - sometimes a simple answer is the best. Also, when looking at a RT 53 extension consider how this impacts the promotion of sustainable local food, water resources, parks and open space. We all want livable communities where we can connect with our neighbors.

Comment: M.Natarajan 08/06/2010 @ 9:48 PM

I'm a resident of Elburn in central Kane County. It is clear that the money that it would cost to build the "Prairie Parkway" is so terribly out of line with the real transportation needs of this region that it's surprising that the proposal is still around. The project is dead for all practical purposes anyway, for future state and federal funding will not be forthcoming in the near future, and construction on the section already funded will result in a road to nowhere, destroying invaluable farmland and open space in the process. Please eliminate this monstrous proposal once and for all.

Comment: Stephen Warble 08/06/2010 @ 7:46 PM

I am opposed to the Rt 53 extension plan. I don't see that it is necessary. What is needed is improvement of the existing roads. Many of the main roads need to be 4 lane all the way thru.. not just here and there which causes bottlenecks and traffic. I traveled Rt 22 thru Linconshire for years with heavy congestion. Once this was made 4 lane there are no issues traveling this road. Fix what we have and stop inventing project we don't need to waste our tax payer money. If Rt 53 expansion does go thru, it should be built at grade. An elevated tollway will destroy the beauty of our Lake County land, neighborhoods and towns.

Comment: Julie Kotzamanis 08/06/2010 @ 4:58 PM

IDOT does have a $52 million project in the works to expand and improve Illinois 47 through Yorkville. And Kendall County has an outstanding project which complements the Illinois 47 improvements -- extending Eldamain Road with a bridge across the Fox River between Yorkville and Plano. This project -- within a half mile of the proposed Prairie Parkway route -- would cost about $35 million, compared to the $200 plus million price tag for the Prairie Parkway between Illinois 71 and US 34, total cost of the PP is over ONE BILLION DOLLARS.

Common sense and fiscal responsibility require a focus on improvements to the existing highway network ("Fix It FIRST" agenda) rather than taking on an expensive freeway project that would drain funding from other, more important roadway projects in Kendall and Kane counties.

Local Road Alternative and Job Creation

Project	Estimated Cost	Jobs
Ill 47 improvements – I-80 to I-88	$246 Million	6838
Eldamain Road bridge and extension	$38 million*	1056
Lisbon Road	$12 million	333
Galena Road improvementsEldamain to Orchard	$20 million*	556
Wikaduke Trail (Ridge Rd)	$41.5 million*	1154
Wikaduke Trail – Plainfield to I-88	$40 million	1112
Caton Farm Road improvementsGrove to Ridge Rd (Wikaduke)	$18.3 million*	508
Caton Farm RoadIL 47 to Grove Rd	$10 million	278
US 52 – IL 47 to Shorewood (12 mi)	$20 million	556
TOTALS	$445.8 million	12393

Metra extension, stations, and equipmentAurora to Plano $103 million

* Kendall County 2008-2028 Long Range Transportation Plan

Job support factor – 27.8 jobs per $1 million of project, based on formula developed by the Federal Highway Administration:

http://www.fhwa.dot.gov/policy/otps/pubs/impacts/index.htm

Note: About half of the jobs generated are direct construction and suppliers and the remainder are induced jobs created by the spending of the construction and suppliers employment.

WiKaduke is on the plan, it is a 4-lane work in progress

The draft Go To 2040 plan evaluation that the Prairie Parkway was in the "fiscally unconstrained" category is right on the money. With a price tag of about $1 billion, the Prairie Parkway does not provide sufficient benefit to area motorists to warrant funding. In addition to diverting scarce funding from more effective projects, building the Prairie Parkway would destroy thousands of acres of farmland, threaten the Fox River and other area streams, and stimulate sprawl in rural areas of Kane and Kendall counties. Additionally, the state should not proceed with the five-mile section between Illinois 71 and US 34 -- future state and federal funding is unlikely, leaving us with an "orphan freeway." Kendall County has a much better solution for another bridge across the Fox River between Yorkville and Plano -- extending Eldamain Road. The Eldamain Road project will cost about $30 million, compared to $200 million plus for the five-mile Prairie Parkway route just a half mile west of Eldamain Road!

If completed, the Praire Parkway would duplicate in part the route of IL 47, scheduled to be made into a 4-lane, and most residents of the area favor the improvement to existing roads rather than the creation of new roads. Go To 2040 also has it right by focusing on maintaining and improving the existing highway and transit network instead of squandering our tax dollars on big ticket capital projects.

Comment: Dave Kolars 08/06/2010 @ 3:59 PM

The Goto 2040 Comprehensive Regional Plan is a very detailed plan that encompasses a lot of information. CMAP did a good job of providing municipalities information on the plan and the plan itself, although a longer period of time to review a 416 page document would have been appreciated. We support CMAP in their recommendation to expand and improve parks and open spaces which is an important goal for the Village. Another key area for the Village is investing strategically in transportation. Our key transportation link is 159th Street which bisects the center of our community. The three major improvements for 159th street that should be supported on a stratgic basis are the widening of 159th Street to improve automobile movement, the addition of a public transportation link option along 159th Street and the inclusion of multi-use trails on both sides of 159th Street to improve pedestrian and bicycle access along the 159th Street corridor.

Comment: Edmond Cage, Village of Homer Glen 08/06/2010 @ 3:47 PM

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Parkway does not provide sufficient benefit to area motorists to warrant funding. In addition to diverting scarce funding from more effective projects, building the Prairie Parkway would destroy thousands of acres of farmland, threaten the Fox River and other area streams, and stimulate sprawl in rural areas of Kane and Kendall counties. Additionally, the state should not proceed with the five-mile section between Illinois 71 and US 34 -- future state and federal funding is unlikely, leaving us with an "orphan freeway." Kendall County has a much better solution for another bridge across the Fox River between Yorkville and Plano -- extending Eldamain Road. The Eldamain Road project will cost about $30 million, compared to $200 million plus for the five-mile Prairie Parkway route just a half mile west of Eldamain Road!

Go To 2040 also has it right by focusing on maintaining and improving the existing highway and transit network instead of squandering our tax dollars on big ticket capital projects.

Comment: Jan Strasma 08/06/2010 @ 3:14 PM

As a resident of Lake County, I strongly support IDOT taking a system approach that looks at existing roads in any road design for Route 53 in the regional plan, and that the final design be an at-grade boulevard, rather than an elevated road, that can be/will be integrated with a bus rapid transit system and into the existing arterial grid system rather than an isolated expressway.

I strongly oppose building a another concrete eyesore that incorporates none of the innovative 21st century features that are being used in other states. IDOT and the Toll Authority can and should be innovative leaders in this road expansion and building project, not neanderthals who see only the solving of a traffic problem. This is a quality of life issue and an opportunity to be forward thinking.

Comment: DewAnn Langdon 08/06/2010 @ 3:10 PM

The draft Go To 2040 plan was a monumental undertaking by CMAP and we support and appreciate the coordination with municipalities. Our only real disappointment in the plan is the exclusion of the STAR Line from the constrained list. CMAP's modeling results estimate that the STAR Line will cause the largest reduction in auto trips, the largest increase in transit trips and the largest increase in the number of jobs accessible by transit when compared with other major capital projects. The STAR Line is nearing the completion of the Alternatives Analysis process

and risks being delayed if not included on the federally constrained project list. The communities along the line have already contributed significant staff time and resources to acquire land or make zoning and comprehensive plan changes to potential station locations. Schaumburg is poised to implement transit orientated development at the proposed STAR Line station and committed to an improved transit choice for our community.

Comment: June Johnson, Village of Schaumburg Director of Transportation 08/06/2010 @ 1:46 PM

The committee needs to initiate a planning process that engages all affected communities in an effort to build consensus around development of an environmentally sound and context sensitive integrated system of roads and transit improvements from the terminus of Rt. 53 to Rt. 120. IDOT needs take a system approach that looks at Routes 12, 14, and 83 at the same time the road is being designed and that it be an at-grade boulevard. Without integration with mass transit such as a rapid bus

transit system and integrated into the existing arterial grid system rather than as an isolated expressway that simply dumps traffic at another spot is shortsighted.

Comment: Steve Minsky 08/06/2010 @ 12:50 PM

I am a Lake County resident who is totally opposed to extending Route 53. Its time has passed. Any and all plans for transportation in the metro area should focus on mass transit and other options that are not based on expanding automobile traffic. I cannot support a plan that still promotes the car as the single best transportation mode. We should be well past that outmoded line of thinking. I urge the planners to go back to the drawing table and try again. For many reasons, we need to get off fossil-fuels. Building another highway is not going to do that.

Comment: L. Moss 08/06/2010 @ 12:39 PM

As a resident of central Lake County, I am appalled by the plans complete lack concern for the well being for the environment with regards to the Route 53 extension. As it stands now, the proposed Route 53 extension would cause significant damage to the environment and associated wildlife, not to mention creating a huge scar across the landscape from which it will never heal. This is not to mention the negative impacts to the health and well being of the many communities and their residents that live its proposed path. The current plan is outdated and

needs to be revisited with an eye towards environmental preservation, alternative transportation, and the well being of those that will no doubt be impacted by such a large scale project. The plan contained in this document also disregards the years of planning that have gone into the 120 bypass plan, which by a majority consensus, supports an at grade boulevard that avoids many of the negative environmental aspects of the current Route 53 extension plan. Furthermore, the plan needs to better address the Lake County Board's directive to both IDOT and the Toll Authortiy "to initiate a planning process that engages all affected communities in an effort to build consensus around development of an environmentally sound and context sensitive integrated system of roads and transit improvements from the terminus of Rt. 53 to Rt. 120."

Comment: Joseph Marencik 08/06/2010 @ 10:49 AM

Over the years, the proposed RT 120 bypass was reviewed over and over and by consensus, if built, would be built as an at-grade boulevard to minimize environmental impact. If built as an elevated six lane tollway feeder system, the personality of Lake County would change forever and would quickly morph into another Schaumburg auto zone. Our leaders need to quit tending to the needs of the union road workers and begin to listen to the needs of the community who will have to bear this burden forever.

Comment: Barbara Roberts 08/06/2010 @ 10:31 AM

The board, staff, and members of Developing Communities Project wish to go on record as supporters of the GO to 2040 CMAP Plan and applaud the recommendation of the CTA Red Line Extension. We do hope, on the other hand, that the critical role of community groups in advocating for and promoting major capital projects, particularly in underserved and low-to-moderate income communities, be highlighted.

Given the eight (8) years of sustained organizing for the extension of the CTA Red Line by Developing Communities Project (DCP) and its Redline Oversight Committee (ROC) as well as DCP's demonstrated impact on public transportation policy in Illinois, we believe that DCP should be mentioned as one of the 2040 Plan's "Best Practices" of a "Nongovernmental Organization." DCP should also be mentioned in the section specifically devoted to the Red Line Extension as one of CMAP's "fiscally constrained" capital projects, since it was through DCP's sustained organizing and policy impact that the Red Line Extension project became the

New Starts' "Locally Preferred Alternative" (LPA) and thus eligible to be selected by CMAP as one of a few "fiscally constrained" capital projects.

The Memorandum on "Major Transportation Capital Project Evaluation Measures" located in the appendices does not include transportation equity as a measure. DCP proposes that its 2009 RTA-funded report and transit equity index be included as an appendix in this section by simply embedding the web link to the report, "Transit Equity Matters: An Equity Index and Regional Analysis of the Red Line and Two Other Proposed CTA Transit Extensions." The web link is
www.uic.edu/cuppa/voorheesctr/Publications/Transit%20Equity%20Matters%2012.09.pdf

Comment: Gwendolyn M Rice 08/05/2010 @ 10:54 PM

There are numerous references in the CMAP 2040 planning document relative to energy and environmentally conscience solutions to the urban future of the area. In this vein, CMAP also reports that the majority of metropolitan area respondents to public participation programs echo the need for greater transportation options in lieu of the traditional roads and highways for inefficient low occupancy transit and freight vehicles.

Despite this sound and reasonable theology, the recommended 'fiscally sound' solutions identified in 'Regional Mobility' Section 5.6 - 'Cost and Financing' and Figure 35 of the CMAP 2040 Draft Plan (pp. 180-194) suggests only a few alternative transit related projects compared to the multiple upgrades to existing roads and highways.

- Roads and Highways for 2040:

o IL 53 North and IL 120

o Elgin O'Hare Expressway

o I-190 access

o Add lanes to I-80

o Add lanes to I-88

o Add lanes to North I-94

o Add interchange at I-57 and I-294

o Provide "Managed Lanes" along I-55

- o Provide "Managed Lanes" along I-90

Whereas~

- Alternative Transit for 2040:
- o CTA Red Line Extension
- o West Loop Transportation Center
- o CTA North Purple and Red Line Improvements
- o Metra Rock Island Improvements
- o Metra UP North Improvements
- o Metra UP Northwest Improvements and Extension
- o Metra UP West Improvements
- o I-290 Multimodal corridor provisions

Regarding the I-290 (Eisenhower) Corridor, for example, the draft report states that the "the [I-290] project should require careful attention to minimize project impacts on adjacent communities and preserving options for transit in the Corridor." The report refers to IDOT's phase I engineering work for the modes to be chosen and goes on to state that "a multimodal approach is favored over simply adding lanes to the highway."

Comment: David Moehring 08/05/2010 @ 8:20 PM

Recent Chicago Tribune headlines reflect the new suburban consensus... providing transit alternatives is more important than adding traffic capacity. The draft of the 2040 Plan is too conceptual, and needs to provide greater study and recommendations relative to mobility and connectivity. A stronger and more specific recommendation should justify an increase in the current 3 percent funding allocation to improved transit accommodations. Specifically, provide specific strategy recommendations that will self-promote the use of fast, frequent, and convenient commute alternatives from and to the major periphery interstate nodes. These high throughput park-and-ride facilities may provide retail and office hoteling / conferencing features in addition to dedicated 90 to 110 mph dedicated rail service to the proposed West Loop transportation hub. One such opportunity is the intersection of I-290; I-294, and I-80. From here, provide a frequent non-stop 15-20 minute shuttle between a key commuter hub and the

Downtown business center… and may also be extended as a dedicated 'bridge' the airports with the Loop.

Comment: David Moehring 08/05/2010 @ 8:18 PM

In general, the mobility portion of the Report should address the following:

1. Relative to the optimal scenarios identified through Metro Quest input noted in the December 4, 2009 "invent the Future Summary Report", how does the 2040 Plan recommendations reduce land consumption, reduce single-occupant vehicles, reduce commute time, and reduce energy and water use?

2. How does the report acknowledge Chicago's need for greater connectivity between the airports, the Loop, and McCormick Convention Center?

3. What specific attributes of the Plan promote the specific use of transportation alternatives in lieu of low-occupancy vehicles?

4. (page 197) What attributes or findings make the "Blue Line West Extension" project currently unfeasible or "fiscally unconstrained"?

5. Should privately-funded alternative energy enterprises be considered to utilize transportation corridor air-rights to harness photovoltaic and wind power generation?

Comment: David Moehring 08/05/2010 @ 7:58 PM

Kudos on the GO TO 2040 Regional Plan! It is extremely comprehensive and the recommendations for the Chicagoland area, if executed, will ensure that the institutions critical to the vitality of every community (e.g., education, governance, human and social services) are developed in tandem. Additionally, CMAP's designation as lead coordinator throughout this process will, hopefully, ensure that many constituents (public and private entities, as well as individual citizens) will focus on the need for broad-based collaboration when effecting change in each of the 284 municipalities that comprise the Chicagoland regional area. Job well done on this phase of the process!

Comment: Trina Ntamere 08/05/2010 @ 12:37 PM

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Comment: Trina Ntamere 08/05/2010 @ 12:36 PM

After living in the City of Chicago for three years, I chose to purchase a home in Lake County specifically for improved air quality for my family. In Chicago, we lived within a mile of a major highway, and we made the decision to move to Lake County in order to find a home at least a mile away from a major highway. The EPA has ample research available about the health impacts on young children from exposure to air pollution from highway traffic, and I am infuriated that my intentional and costly decision to move away from air pollution could be rendered futile by the proposed Highway 53 extension.

We need relief from traffic congestion, but a highway that threatens my family's health, as well as the places we care about, such as the Liberty Prairie Reserve and the Prairie Crossing Farm, isn't the right solution. A sound, environmentally-sensitive alternative road design has been presented, and we, as a community support this alternative. We will put our full energy and organization into making sure the IDOT plans do not compromise the places we love and some of the primary reasons we have chosen to live here. We urge you to show real leadership and support the environmentally-sensitive alternative that has been proposed.

Best Regards,
Lindsay James
1052 Harris Rd, Grayslake
312-402-5887

Comment: Lindsay James 08/05/2010 @ 12:24 PM

As a resident of Lake County, I fully support the idea of relieving traffic congestion on our roads. But I am adamantly opposed to the expensive, out-dated plan to extend Route 53. This decades-old plan fails to take into account changes in land use along the right-of-way of the

proposed extension. New developments in traffic design are absent from the plan because it is so old and out of date.

In 2009, Lake County residents made it clear, during the Route 120 Corridor planning process, that they support alternative transportation designs that are proven to effectively relieve congestion, are less harmful to our environment and are less costly to taxpayers

This plan is an expensive, environmentally unsound dinosaur. I strongly urge that the old Rte. 53 extension plan be removed from the GO TO 2040 plan and eventually replaced with something that is less costly, more conservation-friendly, and more forward-looking.

Sincerely,

James Cubit

Grayslake, IL

Comment: James Cubit 08/05/2010 @ 12:14 PM

I have been opposed to the traditional highway design for Route 53 expansion since I moved to Grayslake at Prairie Crossing (a mile or so away from the proposed expansion). I believe should a new highway be built, it should follow guidelines to protect the natural areas such as the Almond Marsh in all the ways designed and that a boulevard plan that is on the table should be adopted rather than the old traditional highway design. To ignore the fact that we need to change the way we transport ourselves by car and by train is to impair the future for us and our children and grandchildren. We need to 'think differently' when we build new highways and train systems. And we need to change NOW, starting with Route 53, if it is built at all.

Comment: Carol Niec 08/05/2010 @ 11:08 AM

After attending the CMAP presentation in Yorkville early in July, I was more than a little put off by the absence of the Prairie Parkway in the transportation plan for Kendall County as well as a previously proposed Metra stop in the Village of Oswego. I believe that there was Federal Funding allocated for these projects and some associated studies and engineering have already been completed and to have them missing from the plan was a huge disappointment. I hope all parties involved can see their way clear to investigate these projects and include them in the final draft, due to the immediate positive impact they will have on the respective local economies as well as future economic development of the region.

Comment: Corey Johnson, Laborers Local 149, Aurora, IL 08/05/2010 @ 8:40 AM

I live in central Lake County and hence am particularly interested in the "Central Lake County Corridor" project mentioned in the DRAFT plan.

With regard to the East-West portion - Route 120 - the plan makes no mention of the 3+ years of planning that has already been completed regarding Route 120. The consensus report was completed in October of 2009 and is available at www.120now.com.

Is this work being ignored? I hope not. It had the input of officials and citizens of all the affected communities along its route.

With regard to the North-South portion - Route 53 - I do not want to see a limited-access high-speed highway extended into central Lake County. That is a 1960's "business as usual" solution to the issue of effective transportation through Lake County. Where are the bus and/or light rail options for people? Lets look to the future and not continue to propagate more of the same old solutions from the past. We need alternative ways of getting around besides a private automobile.

Comment: Dick Hosteny 08/04/2010 @ 7:42 PM

The proposed 53 expansion route will have a devastating effect on Almond Marsh. That area is an established rookery and key the breeding of countless numbers of wetland birds and other wildlife. In fact, it one of the most established rookeries in Lake County. The proposed route will tear right though this wetlands, destroying the habitat and endangering the reproductive habits of countless species. Fins a way to bypass the well established natural habitat for the route 53 expansion or don't expand at all. This element of the proposed 2040 plan does not meet my approval.

I also challenge the rhetoric of citing 69% of elected officials in attendance supported this proposal in 2006. It is likely, if not entirely probable that these elected officials will have long since left office by 2040 and will not effectively represent the best interests of their constituency. How many elected officials were, indeed, not in attendance. There is also no way of knowing how well Grayslake residents were represented in this proposal. I do not support this element of the 2040 plan.

Comment: Jeffrey Leathem 08/04/2010 @ 3:56 PM

I am disappointed to see the arts relegated to second tier status. The report cites how important arts and cultural initiatives are to our region, then excludes them from the high-priority sections. The arts are vital to livable communities, regional mobility, human capital and efficient government. There is ample evidence to support an integrated approach to the arts, civic engagement, economic empowerment, and sustainable communities. Please, make the arts part of the high-priority recommendations of this plan!

Comment: Angela 08/04/2010 @ 1:46 PM

While the full GO TO 2040 document acknowledges the value of Arts and Culture, the Executive Summary and PPT pdf pointedly, do not – in any way. That is indicative of our social and political structures as they exist, not as, the full document suggests, we want them to be. If we believe that a creative culture has significant value to human development, community and economic development, and is a vital aspect of creating places in which people want to live and age and speak to strangers – Art and Culture needs to be incorporated into the final language of every document, including the executive summaries and public presentations. GOTO2040 incorporates language, both extensive and subtle, to unfold a commitment to transportation and land use, etc.—and buries the human expression of art and culture.

The quality of our lives as human beings is also held by our ability to feel "at home" in public because there is evidence and symbols of our evolving and blending understanding of society, culture, race, and human identify. As we make and remake our cities and suburbs, we need to see more than land use zoning and traffic patterns. We need to understand that our planning process unconsciously reveals the social concerns we believe are important.

In Scotland, 45 years ago, artists were included at the planning table because they could see opportunities that other professionals could not. As a result, and over decades, infrastructure projects incorporated public art projects at minimal cost while creating unique spaces.

Artist involvement in planning can make our public spaces unique, engender pride, create a sense of place, improve stewardship, and encourage us all to be more human. It is not too late to elevate the recognition that both planners and artists are both dreamer and creators. It is not too late to affirm that we all live in the world we make.

Jon Pounds
Executive Director
Chicago Public Art Group

Comment: Jon

Thanks to CMAP for making food system planning a top priority in the GO TO 2040 plan. I think all of the recommendations are on target. My comments are intended to provide additional support for the overall concept and to encourage collaboration in the greater Chicago "foodshed" (a term that describes where our food could come from if it were produced locally), which includes parts of other states. Imagine a circle with Chicago in the center extending out 150 or 200 miles.

Recently, United Health Care, one of the nation's largest health insurance providers, contracted with MIT to find the root causes of the diseases that were most stressing the healthcare system, such as diabetes, hypertension and other cardiovascular diseases, and then to design a solution. Much to their surprise, MIT concluded that the way to reduce these diseases was to change the food system—and not simply to get more fruits and vegetables into our diets, but to develop regional food systems. That is exactly what CMAP, and the organization I direct, Fresh Taste, are proposing to do.

By working with neighboring metropolitan planning organizations like the Northwest Indiana Regional Planning Commission, and the Southwest Michigan Planning Commission, CMAP has already begun to extend the learning acquired through the GO TO 2040 food system planning process to other contiguous regions. This can only help accelerate effective planning and regional food system development. The Leopold Center for Sustainable Agriculture at Iowa State has found that the most energy efficient food transportation systems are regional, not local. At Fresh Taste, we are prioritizing the development of regional food hubs where food is produced, aggregated, and minimally processed before being distributed throughout the region. CMAP's plan implicitly supports such a strategy, and further work may benefit from greater emphasis on regional food production hubs.

Thanks to all for your efforts.

Karen Lehman

I applaud CMAP for their effort and would like to provide some overall general comments on how I believe the plan can be enhanced. I have decided to group comments under your current title headings to provide some organization and hopefully clarity to points of concern and overall interests.

Livable Communities:

1) Achieve Greater Livability Through Land Use and Housing:

a.) I need more language here related to social, human and health services. We have a growing elderly population that must be addressed as well as the needs of low income, and those who slip through the cracks of our current health care infrastructure.

b.) The plan does not have much discussion related to affordable housing, fair housing practices, as well the de-stabilazation of foreclosures and it's effects on neighborhood. More discussion needed related to the future of neighborhood stablization programs, management of foreclosure, banking, and the future of the overall housing affordable housing market.

c.) There should be a retail corridor discussion, and the aspects of establishing designated retail hubs in related municipal districts. Some areas have a thriving retail districts while some have none. More discussion needed related to the equity of quality retail, in both design, type of stores, and the locations which best serve the region as well as the community.

2) Manage and Conserve Water and Energy Resources

a.) The future is the weathearization of existing facilities both public and private and the infrastructure around that effort. You touch on it briefly but I believe there may be an entire discussion missing on this point as it relates to existing housing stock, and public facilities such as schools and municipal buildings. Do we promote LEED for existing buildings? Do we establish another benchmark?

b.) Coordinating a regional recycling effort that creates jobs and promotes an organized recycling effort that minimizes waste, manages facilities as well as

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The Village of Worth has a large open space along 111th Street that is known as the "Lucas Berg Pit". The Village has renamed it the "Lucas Berg Nature Preserve" as it has been neglected by the US Army Corps of Engineers and reclaimed by nature. It is a beautiful place with natural aquifer's running beneath it. I would like to see the plan include the preservation of open space in this area. It would be devistating to see this area used as a dredging or dump location for the populace. It is in close proximity to schools, places of worship, mass transit, restaurant and more urban situations. It would have a definate impact on groundwater contaminiation as well. Please include this area in your planning. We are happy to assist in this situation.

Comment: Colleen McElroy 07/31/2010 @ 10:02 AM

I just finished reading the Invest Strategically in Transportation section and am disappointed that the most cost-effective form of transportation is completely neglected - bicycling. I haven't owned a car in 10 years and make 95% of my trips by bike. If we divert even a fraction of our transportation money to improving cycling infrastructure in the suburbs, we could reduce the number of car trips significantly. I think that this exclusion has been a huge oversight.

Comment: Andrew 07/30/2010 @ 9:34 AM

...CN spur would appreciate in value, and the Forest Preserve would be enhanced with the removal of the tracks. The expansion of the I-290 as proposed by the 2040 Plan would not prohibit the extension of the CTA Blue Line. Enforcement of the HOV laws would be necessary, but the two additional lanes would indeed reduce congestion and speed the commute for those who would continue to drive with minimal impact on the bordering neighborhoods.

Comment: (continued from previous comment) 07/29/2010 @ 12:28 PM

GREAT PROGRAM, JUST WHAT'S NEEDED ON THE WEST SIDE OF CHICAGO!!The North Lawndale area which is located on the West Side of Chicago is an area that is pretty much beyond the phrase of being "underdeveloped". Our community is in need of a huge over-haul. Our location is key due to it being located close to down town Chicago and the vacancy of land equally more than 2000. The one problem we have in programs of this nature is receiving enough of the appropriations when rendered to make an impact sufficient enough to improve our Economic Development Structure. A suggestion I have is to place communities like ours on a priority list based on need. Also, as a community, we are interested in forming a NEW LEAD AGENCY focused on the CMAP plan assuring we stay on top of the issues and advising the types of development we feel could impact our area more efficiently, productively and suitable to the community's need. One thing that will cripple the opportunity of having the best impact possible is having too many organizations within one ward targeted to administer or influence this program. One Lead Agency should be identified and this agency should consist of the residents that truly have a key interest in improving the community.

Comment: Vetress Boyce, North Lawndale Community, Chicago IL 07/29/2010 @ 11:16 AM

I fully support CMAP's proposal to expand the number of lanes along the I-290 Expressway between Austin Avenue and Mannheim Road, with the caveat that it is done with as little damage to the surrounding communities.

It is my understanding that the IDOT plan includes utilizing the CSX Railroad Altenheim Subdivision railtracks which run parallel to the CTA Blue Line from Central Avenue in Chicago to DesPlaines Avenue in Forest Park. Acquisition of this railbed for relocation and reuse for the Blue Line tracks would permit land to become available for the two additional lanes needed for the proposed expansion of the Eisenhower Expressway without damaging the communities bordering the trench. The elevated trestle for the CSX train could be rerouted into the DesPlaines Avenue CTA station.

The CSX Altenheim Subdivision tracks are underutilized but permit access to the company's Franklin Park freight yard. That yard is also accessible by another spur line that crosses the Eisenhower Expressway at 25th Avenue in Bellwood. To widen the expressway east of Mannheim Road, the 25th Avenue bridge would have to be rebuilt to accomodate the two additional lanes, but CSX would still have access to the Franklin Park yard despite the discontinuation of the Altenheim Subdivision tracks. The subdivision ends at Madison Street in Forest Park after which there tracks to the Franklin Park yard are owned by Canadian National Railroad.

Another advantage of discontinuing the Altenheim Subdivision and the connecting CN spur is that it would remove the railroad tracks from surface streets, including Madison Street in Forest Park, Thatcher Avenue in River Forest, but most importantly 1st Avenue/Illinois 20 as well as 5th Avenue in Melrose Park. The North Avenue underpass could be removed between 1st and 5th Avenue, allowing for a better flow of traffic, and preventing the repeat of the 7/23/10 flooding which closed the road. The residential properties in River Forest along the

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I am writing to add my support to the Long-Range Regional Plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the CTA Red Line from its current terminal at 95th Street to the City-limits at 130th Street. Final approval of this plan will not only greatly improve critically needed access to mass transit service for under served communities on Chicago's Far Southside, but will shore up essential economic development, help to stabilize housing and reduce air pollution.

Comment: Kesha Davis 07/26/2010 @ 11:46 AM

In any other city world wide I can whip across a metropolitan area via public trans in about 30 minutes except here. From Oak Park to Loyola (a major employer within 3 miles) one has to take 3 buses and plan 1.5 hours Put in clean and fast public transportation and the people will come.

Comment: Erika Franz 07/15/2010 @ 3:33 PM

The 2030 CMAP Plan and the 2008 revision of the 2030 Regional Transportation Plan included the Prairie Parkway and the BNSF railway passenger extension to the Village of Oswego. The 2008 revision actually extended the BNSF railway passenger extension to the west side of the Prairie Parkway, allowing an easy connection. Significant effort has been spent to locate the centerline of the Prairie Parkway, acquire some of its right-of-way and obtain federal funding for its construction. The BNSF passenger facility in the Village of Oswego has been established for future development, as has planning for another facility near the Prairie Parkway. It is confusing that the Prairie Parkway and BNSF railway passenger extension is not in the 2040 CMAP Plan.

Comment: Richard Scheffrahn, PE 07/15/2010 @ 12:20 PM

Steve - Thank you for reading and commenting on the plan. Alternative transportation is an important part of GO TO 2040. Please see this memo for a summary of the plan's elements that are related to bicycle and pedestrian issues: h ttp://www.cmap.illinois.gov/WorkArea /Downloa dAsset.aspx?id=20912.

Comment: CMAP Staff 07/14/2010 @ 1:32 PM

Unless I'm missing something, I see no references to alternate forms of transit: bicycling and pedestrian infrastructure development. As Chairman of Elgin's Bicycle Pedestrian Advisory Committee, we urge the authors to revisit this comprehensive report and correct this omission.

Comment: Steve Wasilowski 07/14/2010 @ 9:39 AM

Like Noble and Burd I'm deeply disappointed that the Prairie Parkway and Metra extension into Kendall County was not included. I also don't think that the Metra line should end in

Oswego.. infact well into the future, depending on when the growth begins, it should extend to Sandwich.

I understand that DeKalb County isn't included in your area of concern, YET, but the Metra line should be extended from Elburn to DeKalb. You have a combined population in DeKalb/Sycamore/Cortland of approximately 75,000 CURRENTLY with the 2nd largest state university at NIU. Shoulda skipped on the LA FOX STATION and spent the money on DEKALB.

Comment: Jeremy Eisenberg 07/09/2010 @ 4:33 AM

This is a wonderful endeavor that CMAP has embarked upon. It is imperative that EVERY community compare the goals and objectives within this regional comprehensive plan with their communities plan(s) for growth and development and make the necessary changes to move this region forward. I am extremely concerned about some of the smaller communities throughout the region that are not aware or understand the purpose of urban planning and the need for thinking about land use decisions that are made locally and how it may/may not affect the region. Implementation of this forward thinking plan will be key to improving the quality of life in this region and will serve as a national example of how communities can not only work to move their respective communities forward but the region as well.

Kimberly Porter, AICP

Economic & Community Development Director

Village of University Park

Comment: Kim Porter, AICP Economic & Community Development Director- Village of University Park, IL 07/06/2010 @ 11:53 AM

The Prairie Parkway should be a high priority, considering the funding already obtained for the project, and the fact that the state had already begun purchasing right-of-way along the route. It makes no sense to put this project on a back burner when congestion on our roads is such a problem in Kendall Co. If the allocated money isn't used, it will be put back into the federal pot and may be lost not only for our area, but the State of Illinois. Also, the Metra station in Oswego is vital for our area. It will bring public transportation to the whole county. I hope you take

another look at these two projects, especially considering the major recreation project -- a $500,000 sports complex -- being proposed on Yorkville's north side.

Comment: Valerie Burd 07/02/2010 @ 8:35 AM

Higher priority should be put on the Prairie Parkway roadway and the BNSF extension. These deeply needed transportation projects are vital to the continued health and growth of Kendall County, the nation's fastest growing county.

Comment: Krysti Noble 06/30/2010 @ 9:10 AM

I am disappointed in your portayal of what you call the "Central Lake County Corridor." Apparently you have overlooked a tremendous planning effort that brought together 11 municipalities with Lake County to complete a Unified Vision for Rte 120, now being called the Central Lake Thruway. Not only is this plan preferred by the local jurisdictions by unanimous consent, but has undergone a feasibility study by TranSystems. The Unified Vision calls for a 4 lane boulevard with limited access. Despite the results of this exhaustive 4 year study you are calling for a conjoint 53 and 120 tollway. The only way we could address the issue of traffic congestion with comprehensive involvement was by separating 53 from 120 planning. When your staff were asked about this portrayal in your 2040 Plan they responded by suggesting that anything but a connected tollway was rediculous. Please do your homework and check out www.120now.com.

Comment: David Husemoller, AICP 06/25/2010 @ 2:50 PM

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Donna Hriljac [misky272000@yahoo.com]
Sent: Wednesday, July 21, 2010 12:20 PM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Donna Hriljac
8229 N Oleander Ave
Niles, IL 60714-2549

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Amy Parker [aparker527@comcast.net]
Sent: Thursday, July 29, 2010 8:56 PM
To: Info
Subject: Chicagoland 2040

Jul 29, 2010

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

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The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

I am especially excited to note the interest in better mass transit options--long needed, and long-ignored!

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

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Extending Route 53 was never a good idea. It's been shown over and over again that if you add new roads, they too become congested. If this road is built, it will wreck sensitive areas and relieve traffic congestion only temporarily. What a waste of money and natural resources.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Amy Parker
135 Willow Ave
Deerfield, IL 60015-4835

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Timothy JOnes [jonestm@mac.com]
Sent: Friday, July 30, 2010 12:28 PM
To: Info
Subject: Chicagoland 2040

Jul 30, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Timothy JOnes
2332 N Lister Ave
Chicago, IL 60614-2914

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Barbara Hill [b.c.hill@comcast.net]
Sent: Friday, July 30, 2010 8:59 PM
To: Info
Subject: Chicagoland 2040

Jul 30, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Barbara Hill
1460 E Joan Dr
Palatine, IL 60074-5669

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Erich Keil [erichrkeil@gmail.com]
Sent: Monday, July 19, 2010 8:56 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Erich Keil
1311 N Underhill St
Peoria, IL 61606-1129

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Phyllis Judelson [phylljud@aol.com]
Sent: Monday, July 19, 2010 8:59 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Phyllis Judelson
2626 N Lakeview Ave Apt 1003
Chicago, IL 60614-1811

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Marsha Spitz [marshas123@comcast.net]
Sent: Tuesday, July 20, 2010 7:18 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Marsha Spitz
505 N McClurg Ct Apt 602
Chicago, IL 60611-5366

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Jen Gervasio [jengervasio@comcast.net]
Sent: Tuesday, July 20, 2010 11:19 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Jen Gervasio
1501 Forest Ave
Wilmette, IL 60091-1635

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Pat Knol [patknol@sbcglobal.net]
Sent: Tuesday, July 20, 2010 4:48 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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We need to do EVERYTHING we can for the future - not go only part of the way!

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. Pat Knol
0S686 Madison St
Winfield, IL 60190-1615

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Gail Wemlinger [snowdove104@verizon.net]
Sent: Wednesday, July 21, 2010 12:48 AM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Gail Wemlinger
PO Box 285
104 S 2nd St Apt 1
Kirkland, IL 60146-0285

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Audrey Aabey [ajaabey@gmail.com]
Sent: Wednesday, July 21, 2010 8:19 AM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Sincerely,

Audrey Aabey
2837 Forest Ave
River Grove, IL 60171-1305

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Jeff And Bernadette Payne [ponyexpress831@mac.com]
Sent: Tuesday, July 20, 2010 8:27 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Jeff And Bernadette Payne
2100 W Bradley Pl
Chicago, IL 60618-4910

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Marlene Powers [marlene1820@comcast.net]
Sent: Tuesday, July 20, 2010 8:27 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Marlene Powers
1820 E Wood Ln
Mount Prospect, IL 60056-1756

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of William Rumbler [jacksonblvd@sbcglobal.net]
Sent: Tuesday, July 20, 2010 8:27 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

William Rumbler
1532 W Jackson Blvd
Chicago, IL 60607-5304

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Carmen Dutack [prairiemoon47@comcast.net]
Sent: Tuesday, July 20, 2010 8:28 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Carmen Dutack
1818 Oakwood Rd
Northbrook, IL 60062-1317

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Clayton Daughenbaugh [claytonhd@xmission.com]
Sent: Tuesday, July 20, 2010 8:29 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Clayton Daughenbaugh
1311 Elmwood Ave
Berwyn, IL 60402-1138

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Jeanette Louis [jnlouis@hotmail.com]
Sent: Tuesday, July 20, 2010 3:18 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Jeanette Louis
13621 110th Ave
Orland Park, IL 60467-1203

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Patricia Simpson [pat.simpson@comcast.net]
Sent: Tuesday, July 20, 2010 8:49 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. Patricia Simpson
PO Box 282
Philo, IL 61864-0282

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Robert Koeller [bobkoeller@hotmail.com]
Sent: Tuesday, July 20, 2010 8:49 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Robert Koeller
3406 N Bell Ave # 3
Chicago, IL 60618-6002

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Joan And Glenn Fritz [jslezfr@yahoo.com]
Sent: Wednesday, July 21, 2010 11:50 AM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

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

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It is our obligation to stop the endless consumption of petroleum and destruction of water and wild areas. The people want good public transportation. It is your obligation to listen to the people and we are saying stop the destruction of open spaces and give us public transportation.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Joan And Glenn Fritz
912 N Delphia Ave
Park Ridge, IL 60068-2020

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Donna Hriljac [misky272000@yahoo.com]
Sent: Wednesday, July 21, 2010 12:20 PM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Donna Hriljac
8229 N Oleander Ave
Niles, IL 60714-2549

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Peter F. Schultz [pfsch1@comcast.net]
Sent: Wednesday, July 21, 2010 2:19 PM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. Peter F. Schultz
501 Andrus Rd
Downers Grove, IL 60516-5128

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Shirley Fastner [shirleyfastner@hotmail.com]
Sent: Wednesday, July 21, 2010 2:19 PM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Miss Shirley Fastner
55 W Chestnut St Apt 1101
Chicago, IL 60610-7303

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Megan Beelart [justbeachy59@yahoo.com]
Sent: Wednesday, July 21, 2010 4:19 PM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Megan Beelart
2609 Forestwood Dr
McHenry, IL 60051-6705

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Barbara Hauser [barbhauser10@yahoo.com]
Sent: Wednesday, July 21, 2010 10:50 PM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Barbara Hauser
1135 N Marion St
Oak Park, IL 60302-1252

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Karl Hjerpe [kallehjerpe@aol.com]
Sent: Wednesday, July 21, 2010 5:19 PM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Karl Hjerpe
1816 N Lincoln Ave
Chicago, IL 60614-5812

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of David and Patricia Meyer [davidcmeyer@sbcglobal.net]
Sent: Wednesday, July 21, 2010 11:50 AM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

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233 South Wacker Drive, Suite 800
Chicago, IL 60606

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However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

David and Patricia Meyer
714 S Humphrey Ave
Oak Park, IL 60304-1717

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Amelia Heron [amelia_737@hotmail.com]
Sent: Thursday, July 22, 2010 2:21 PM
To: Info
Subject: Chicagoland 2040

Jul 22, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

Warmly,
Amelia Heron

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Amelia Heron
1 Maybeck Pl
Elsah, IL 62028-9720

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of James Swindler [jkswind@ilstu.edu]
Sent: Thursday, July 22, 2010 10:50 AM
To: Info
Subject: Chicagoland 2040

Jul 22, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. James Swindler
807 Normal Ave
Normal, IL 61761-1531

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Kelly Rowe [karowe2@hotmail.com]
Sent: Wednesday, July 21, 2010 9:50 PM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Kelly Rowe
907 W Fullerton Ave
Chicago, IL 60614-2406

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Vincent Tabor [vptabor@yahoo.com]
Sent: Wednesday, July 21, 2010 8:49 PM
To: Info
Subject: Chicagoland 2040

Jul 21, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Vincent Tabor
3721 Cranleigh Blvd
Springfield, IL 62712-5852

From: John Allen
Sent: Monday, July 26, 2010 9:23 AM
To: Bob Dean; Erin Aleman
Subject: GOTO2040 Comments
Attachments: Chicagoland 2040; Chicagoland 2040; Chicagoland 2040; Chicagoland 2040; Chicagoland 2040; Chicagoland 2040; CMAP Contact Form Submission; Comment and questions (part 1 of 2) on GO TO 2040 plan; Comment and questions (part 2 of 2) on GO TO 2040 plan; Go To 2040 Comprehensive Regional Draft Plan; Chicagoland 2040; Comments about Northern Illinois Region's Go To 2040 Plan; Eisenhower and Blue Line; FW: CTA Red Line Extension Comment Form

Categories: ITF Public Comment

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Charles Erickson [c.b.erickson@sbcglobal.net]
Sent: Thursday, July 22, 2010 7:14 PM
To: Info
Subject: Chicagoland 2040

Jul 22, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Charles Erickson
593 4th Ave
Aurora, IL 60505-4850

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Judy Johnston [jrjohn32@hotmail.com]
Sent: Friday, July 23, 2010 3:13 PM
To: Info
Subject: Chicagoland 2040

Jul 23, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Judy Johnston
224 Everts Pl
Highwood, IL 60040-1702

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Karyn Langdon [kryn_l@yahoo.com]
Sent: Tuesday, July 20, 2010 10:27 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Karyn Langdon
1417 Green Pheasant Ln
Batavia, IL 60510-4599

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Michael Skidmore [zookeeper615@hotmail.com]
Sent: Tuesday, July 20, 2010 1:18 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Michael Skidmore
6101 N Sheridan Rd Apt 1
Chicago, IL 60660-2870

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Stephanie Shetler [shetlers@hotmail.com]
Sent: Monday, July 19, 2010 8:28 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Stephanie Shetler
324 Indian Hill Dr
Buffalo Grove, IL 60089-1903

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Tracy Ahr [info@jackahrdesign.com]
Sent: Monday, July 19, 2010 11:28 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Tracy Ahr
3246 Park Pl
Evanston, IL 60201-4908

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Patricia Clancy [pjclancy@yahoo.com]
Sent: Thursday, July 22, 2010 11:20 AM
To: Info
Subject: Chicagoland 2040

Jul 22, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Patricia Clancy
5608 Essex Rd
Lisle, IL 60532-2345

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of John Stainthorp [stainthorp@aol.com]
Sent: Tuesday, July 20, 2010 9:29 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

There is, however, a significant aberration in draft plan. The inclusion of the Route 53 extension is inconsistent with the other goals of the plan and I urge you to drop the Route 53 extension as a priority transportation project from this plan.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. John Stainthorp
1247 W Columbia Ave
Chicago, IL 60626-4323

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Georgia Libbares [glibbares@yahoo.com]
Sent: Tuesday, July 20, 2010 10:27 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Georgia Libbares
505 N McClurg Ct Apt 1403
Chicago, IL 60611-5381

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Mary And Donn Morrissette [morrissette1976@hotmail.com]
Sent: Tuesday, July 20, 2010 10:57 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mary And Donn Morrissette
2600 Light Rd
103/104
Oswego, IL 60543-9273

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Kathleen Slattery [kittyslattery@sbcglobal.net]
Sent: Tuesday, July 20, 2010 11:00 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Kathleen Slattery
1250 W Glenlake Ave
Chicago, IL 60660-2504

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Helen Ehrensperger [hehrensp@aol.com]
Sent: Tuesday, July 20, 2010 10:29 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Helen Ehrensperger
3506 S Kilkenny Dr
Crystal Lake, IL 60014-4714

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Nancy Bender [nancybender@ameritech.net]
Sent: Tuesday, July 20, 2010 1:18 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I grew up out in that area and the urban sprawl which was once forest and farmland is now taken over by shopping malls and housing developments. It makes me ill seeing the what people call progress.
Please do not destroy yet another acre for development of Route 53. It is vital to what is left of the land out there to the people and the animals it protects.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Nancy Bender
6316 N Hermitage Ave
Chicago, IL 60660-1106

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Julie Dobson [julsandry@yahoo.com]
Sent: Tuesday, July 20, 2010 11:27 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Julie Dobson
420 Eastgate St
Algonquin, IL 60102-3016

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Nikki Bottum [nikave@comcast.net]
Sent: Tuesday, July 20, 2010 5:21 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. Nikki Bottum
5541 N Leavenworth Ave
Chicago, IL 60630-1316

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Susan D. Lannin [susan82@earthlink.net]
Sent: Tuesday, July 20, 2010 8:29 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension does not align with these goals. Please remove the Route 53 extension as a priority transportation project from this plan.

I oppose the Route 53 extension because it would slice through and irreparably harm the parks and open spaces that the plan evidences intention to expand and improve. Extension of Route 53 would attract more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in damaging the region, rather than adding transit options.

In sharp contrast to the Route 53 extension, the transportation projects prioritized by this plan otherwise appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Susan D. Lannin
7100 N Greenview Ave
Chicago, IL 60626-2629

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Phyllis Judelson [phylljud@aol.com]
Sent: Monday, July 19, 2010 8:59 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Phyllis Judelson
2626 N Lakeview Ave Apt 1003
Chicago, IL 60614-1811

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Erich Keil [erichrkeil@gmail.com]
Sent: Monday, July 19, 2010 8:56 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Erich Keil
1311 N Underhill St
Peoria, IL 61606-1129

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Caroline Mead [cpmead@comcast.net]
Sent: Monday, July 19, 2010 8:56 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Caroline Mead
728 Carriage Hill Dr
Glenview, IL 60025-5404

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Kristin Schultz [kristinsbox-729@yahoo.com]
Sent: Tuesday, July 20, 2010 10:50 PM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less-developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding public transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Kristin Schultz
4248 Saratoga Ave Apt 309
Downers Grove, IL 60515-1958

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Dianna Oliveira [doliveira@hs-stm.org]
Sent: Tuesday, July 20, 2010 7:58 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

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Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Dianna Oliveira
1715 Coronado Dr
Champaign, IL 61820-7047

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Charles Erickson [c.b.erickson@sbcglobal.net]
Sent: Thursday, July 22, 2010 7:14 PM
To: Info
Subject: Chicagoland 2040

Jul 22, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Charles Erickson
593 4th Ave
Aurora, IL 60505-4850

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Judy Johnston [jrjohn32@hotmail.com]
Sent: Friday, July 23, 2010 3:13 PM
To: Info
Subject: Chicagoland 2040

Jul 23, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Judy Johnston
224 Everts Pl
Highwood, IL 60040-1702

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Amelia Heron [amelia_737@hotmail.com]
Sent: Thursday, July 22, 2010 2:21 PM
To: Info
Subject: Chicagoland 2040

Jul 22, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

Warmly,
Amelia Heron

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Amelia Heron
1 Maybeck Pl
Elsah, IL 62028-9720

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Patricia Clancy [pjclancy@yahoo.com]
Sent: Thursday, July 22, 2010 11:20 AM
To: Info
Subject: Chicagoland 2040

Jul 22, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Patricia Clancy
5608 Essex Rd
Lisle, IL 60532-2345

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of James Swindler [jkswind@ilstu.edu]
Sent: Thursday, July 22, 2010 10:50 AM
To: Info
Subject: Chicagoland 2040

Jul 22, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. James Swindler
807 Normal Ave
Normal, IL 61761-1531

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Gregory Gehrig [ghgehrig@yahoo.com]
Sent: Tuesday, July 27, 2010 11:32 PM
To: Info
Subject: Chicagoland 2040

Jul 27, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Gregory Gehrig
309 Wisconsin Ave
Oak Park, IL 60302-3492

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Alice Brandon [alicebrandon72@hotmail.com]
Sent: Wednesday, July 28, 2010 8:03 AM
To: Info
Subject: Chicagoland 2040

Jul 28, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

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I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Alice Brandon
309 Wisconsin Ave
Oak Park, IL 60302-3492

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Deb Christensen [jenizakc@sbcglobal.net]
Sent: Thursday, July 22, 2010 3:52 PM
To: Info
Subject: Chicagoland 2040

Jul 22, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Deb Christensen
191 W Adams St
Manteno, IL 60950-1439

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Jan Tervydis [jantervydis@sbcglobal.net]
Sent: Tuesday, July 27, 2010 12:50 AM
To: Info
Subject: Chicagoland 2040

Jul 27, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Jan Tervydis
113 W Linden St Apt 2
Edwardsville, IL 62025-2000

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Stephen Pack [sfpack@comcast.net]
Sent: Monday, July 19, 2010 9:28 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Stephen Pack
1219 Rossell Ave
Oak Park, IL 60302-1103

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Yvonne Martin [yvonnecmartin@gmail.com]
Sent: Monday, July 19, 2010 9:29 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

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Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Yvonne Martin
2230 Chestnut St
Waukegan, IL 60087-3943

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Lawrence Frey [onthehiway@live.com]
Sent: Monday, July 19, 2010 9:31 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Lawrence Frey
219 W Washington St
Villa Park, IL 60181-2826

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Peter & Jill Theis [theis@owc.net]
Sent: Monday, July 19, 2010 9:56 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.
Why not focus on high speed transit and look to the future rather than the past? The Rt. 53 corridor is too important environmentally to destroy. Make Qwuality of life for the constituents an important objective. Don't destroy what has been accomplished in the name of "progress" and to help developers!
The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Peter & Jill Theis
3203 N Bayview Ln
McHenry, IL 60051-9621

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Carol Veome [veomec@sbcglobal.net]
Sent: Monday, July 19, 2010 9:57 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Carol Veome
2638 W Albion Ave
Chicago, IL 60645-5031

1

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Charles Shelby [cshelby3@gmail.com]
Sent: Monday, July 19, 2010 10:27 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Charles Shelby
2233 N Kenmore Ave
Depaul Vincentian Reside
Chicago, IL 60614-3547

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Jan Barshis [janbar1@sbcglobal.net]
Sent: Monday, July 19, 2010 9:59 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Jan Barshis
2344 Pomona Ln
Wilmette, IL 60091-2216

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Elaine Soble [eksoble@gmail.com]
Sent: Monday, July 19, 2010 9:57 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Elaine Soble
215 Lakeside Pl
Highland Park, IL 60035-5318

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Elizabeth Wyman [egwyman@sbcglobal.net]
Sent: Monday, July 19, 2010 10:26 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Elizabeth Wyman
5530 S Shore Dr
Chicago, IL 60637-1945

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Silvija Moess [silvijam14@sbcglobal.net]
Sent: Monday, July 19, 2010 10:57 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Silvija Moess
813 S Euclid Ave
Oak Park, IL 60304-1246

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of james stephens [jstep70135@aol.com]
Sent: Monday, July 19, 2010 10:59 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. james stephens
276 Kenston Ct
Geneva, IL 60134-2062

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Tom Ranieri [tranieri2@gmail.com]
Sent: Monday, July 19, 2010 11:27 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Tom Ranieri
515 E Chicago Ave
Hinsdale, IL 60521-4716

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Ron Kochman [sanron304@gmail.com]
Sent: Tuesday, July 20, 2010 6:28 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Ron Kochman
304 Glendenning Rd
Kenilworth, IL 60043-1022

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Joseph Jachna [jjachna@sbcglobal.net]
Sent: Monday, July 19, 2010 11:56 PM
To: Info
Subject: Chicagoland 2040

Jul 19, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on!!! It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Joseph Jachna
5707 W 89th Pl
Oak Lawn, IL 60453-1225

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Evan Craig [evan.craig@illinois.sierraclub.org]
Sent: Sunday, July 25, 2010 12:17 PM
To: Info
Subject: Chicagoland 2040

Jul 25, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. Nothing else could do more to improved transpoprtation than to include the misguided Rt. 53 extension in this plan. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options. Over its 40+ year history, the Rt. 53 extension, including its Rt. 120 bypass segment, has diverted needed attention away from mass transit, leaving Lake County serverly underserved by this more effective transportation investment. Even simple road improvements that studies have shown would do more to relieve congestion than if Rt. 53 were also built have languished. It's time to stop wasting our time on this futile controversy. There are many better ways to improve our transportation system without extending Rt. 53 - Let's Get Moving!

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars. I would like ot see serious consideration given to passenger service on what was formerly the EJ&E railway through Lake County, to connect people across the county with jobs in Waukegan. Please follow the results of your public input sessions that call for transitioning to a more compact and efficient transportation system.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Evan Craig
116 Hamilton Pl
Vernon Hills, IL 60061-1041

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Eileen Murphy [eafmurphy@gmail.com]
Sent: Tuesday, July 20, 2010 6:28 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Dr. Eileen Murphy
841 W Junior Ter
Chicago, IL 60613-1607

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Alice Brandon [alicebrandon72@hotmail.com]
Sent: Tuesday, July 20, 2010 7:28 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Alice Brandon
309 Wisconsin Ave Apt 3
Oak Park, IL 60302-3492

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Jennifer Oatfield [jennifer@joatfield.com]
Sent: Tuesday, July 20, 2010 7:58 AM
To: Info
Subject: Chicagoland 2040

Jul 20, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Jennifer Oatfield
5737 N Meade Ave
Chicago, IL 60646-6108

LCTA
Lake County Transportation Alliance

28055 Ashley Circle, Suite 212
Libertyville, IL 60048
Phone (847) 247-0137
Fax (847) 247-0423
www.lcta1.com

Randal S. Blankenhorn
Executive Director
233 South Wacker Drive
Suite 800
Chicago, IL 60606

RE: Draft *GO TO 2040* Plan

Dear Mr. Blankenhorn:

We have reviewed the 2040 Plan and find it very comprehensive. The efforts of your organization to explore these areas is commendable and worth supporting.

The Lake County Transportation Alliance (LCTA) is a public-private advocacy group created to raise awareness and build consensus on development and implementation of short and long-term transportation goals and objectives in Lake County, Illinois. The LCTA hopes to sustain and enhance Lake County's high quality of life and provide tangible benefits to the community, including quality job retention and creation, capital investment, economic diversity and promote integrated land use and infrastructure planning to stimulate sustainable economic growth.

Economic development is incredibly dependant upon reliable and efficient modes of transportation. This can be demonstrated by the heavy investment in corporate facilities and headquarters along Route 94/294. To wit, HSBC, Baxter, Takeda and others have located along this pathway. As the economy continues to recover the need to continue improving transportation is paramount should Lake County wish to not only maintain its business base but to continue to expand. Potential business relocations have been lost due to transportation concerns and with them millions of dollars in investment as well as ongoing wages – Lake County has also recently lost an entire division of a large domestic corporation due to travel times. These issues have to be recognized as integral to the continued stability of the Lake County economy.

We encourage CMAP to continue meaningful public discussion and debate of this topic in the interest of working towards a more sustainable means of funding transportation infrastructure in our region. Transportation need not be limited to just roads and must explore other options if this region is to remain economically viable.

Thank you for offering us this important opportunity to comment on the draft version of the GO TO 2040 Plan and we look forward to continuing to work with you on building consensus.

Regards,

Suzanne Zupec

Suzanne Zupec
Chair, Lake County Transportation Alliance

Chicago Metropolitan Agency For Planning (CMAP)
Comments on the Go To 2040 Plan
Submitted by members of the Chicago Cultural Alliance
August 6, 2010

Comments submitted by Sherry Williams, President, Bronzeville/Black Chicagoan Historical Society

Livable Communities
4. Promote Sustainable Local Food
Response to Excerpt from ...
Livable Communities **Page 142** **Local Food**
…….Where land ownership by local food producers is not an option; leasing farmland can provide an alternative.
Federal farm policies, such as the Federal Farm Bill, should promote viable local food systems through incentives and funding that encourage resource conservation, minimize the distance food travels, mitigate environmental degradation, and promote techniques that assure food safety and the production of nutrition-rich healthy foods. Furthermore federal production and processing standards should reflect needs of small scale operations to process food locally while still ensuring food safety.

My response: Legislation, statutes, and ordinances do not reflect measures needed for access to land to remedy the current food security crisis. Vacant lots in Chicago's Black communities could be used for raised bed gardens to meet neighborhood needs. Lots could a the training ground for part of the green economy. Unfortunately, a request for purchase or use of a vacant lot must be approved by Aldermen of Chicago. These types of request are rarely, if ever, acknowledged or approved. Land ownership for local food producers should be a no-brainer but currently politics stand in the way.

4.5 Implementation Action Areas
Livable Communities **Page 146** **Local Food**

Implementation Action Area #3: Increase Data, Research, Training, and Information Sharing

Provide technical assistance to incorporate local food systems in comprehensive plans and ordinances	CMAP, municipalities, nonprofits	Assist government officials and planners to incorporate local foods into comprehensive plans and

ordinances. Technical assistance should accommodate the full spectrum of local food production from community gardens to commercial farm operations, and could include activities such as removing barriers to local food distribution or designating certain zones for permitted small-scale food production.

Environmental

Livable Communities Page 136 Local Food

A sustainable local food system has many environmental and conservation benefits. First, sustainable local food systems can be a strategy to mitigate climate change. A recent study estimates that food production and distribution emit 8.1 metric tons of carbon dioxide equivalents per average household per year, with food production accounting for 83 percent of these emissions.14 Production, including inputs such as farm machinery, fertilizers and pesticides, is by far the most energy-intensive component of the food system, but sustainable farming practices could reduce that footprint. Sustainable farming can also provide direct environmental benefits associated with green space such as stormwater management, water quality improvements, and reduction of urban heat islands.15 The distance food travels from farm to plate -- referred to as "food miles" -- is also of concern. The average food item travels 1,500 miles, compared to the average locally produced item that travels only 56 miles.16 Although food miles account for only 11 percent of the food system's greenhouse gas (GHG) emissions, a reduction of food miles also reduces the impact that rising fuel costs have on food prices. If the cost of gasoline continues to rise as it has over the last two decades, the global food system may no longer be as economical as it has been in the past.

And …….Livable Communities on Page 137 Local Food

A food system can also be a waste management technique and energy producer **….**

My response to the above highlighted notes:

Local food production mitigates climate change, reduces urban heat islands, reduces distance food travels from farm to plate, builds intergenerational bonds (elders teaching youth), preserves heritage of community members (okra, collard greens, and watermelon are traditional staples in Black families), reduces weight (obesity is high in Black communities),

creates waste management techniques (worm composting) and overall improves quality of life. Access to land in Chicago should be streamlined.

Section: **Context and Best Practices**

Context and Best Practices Page 388 Nongovernmental Organizations

Non-governmental organizations

…. Some nongovernmental organizations serve an important role in convening government agencies and other advocates; examples of this include Chicago Wilderness, which convenes environmentally-focused groups, or the Urban Land Institute (ULI), an organization of development and real estate professionals. Nongovernmental groups are active at a variety of levels, from those that cover the entire region (and often beyond) to those that focus their efforts in a single community or neighborhood

And Excerpt from Context and Best Practices page 389 Nongovernmental Organizations

Open Space

GO TO 2040 recommends the expansion and improvement of parks and open space in the region. A significant role can be played by both funders and environmentally-focused nongovernmental organizations. Philanthropic groups, including land trusts, are major funders of open space acquisition, improvement, and restoration. The actions of these organizations can be most effective when they complement the public sector's role, and *GO TO 2040* recommends development of shared regional priorities that both the public and private sectors can use to guide investment decisions.

My response: Advocates for food security and green initiatives are often grass roots coalitions.

Input from local communities is tragically underrepresented in the development of a collective response to food security and green economy engines. Coalitions that have been organized and actively seeking remedies for fresh food access, green jobs, and networking have few resources committed to engagement with larger organizations like Chicago Wilderness and Urban Land Institute. Outreach is essential in the Englewood, Woodlawn, Roseland, and South Chicago communities. Efforts should focus on community organizing and action in these critical neighborhoods.

DuPage Workforce Board Comments on GOTO 2040 Workforce Development Plan

The GOTO 2040 Education and Workforce Development Plan stresses the importance that workforce development has on the overall economic vitality of the region. The DuPage Workforce Board is a strategic partner in DuPage with the Regional Office of Education, Choose DuPage Regional Economic Development Corporation, the College of DuPage and the many four-year colleges and universities. It is as that strategic partner that the following comments to the plan's recommendations are made:

Coordination

A coordinated system with workforce development, economic development and the P-20 education system as partners are critical. Strengthening the role of just the Community College System will not resolve any issues. DuPage County has a highly educated workforce, many who are currently unemployed because their skills do not match the needs of business in this new economy. Every training institution needs to be better connected to the ever changing needs of business. The importance of business actively participating in workforce and education on a continual basis can not be overstated. Without them, career pathways do not exist. Employers are a critical partner in developing a competitive workforce and their role needs to be better articulated.

Data and Information Systems

One obvious omission in this section is National Career Readiness Certificate. A lot of work has already been done by ACT by mapping the certificate levels to job skill requirements. What better coordination than for Economic Development to have the number of workers with the right skills for an employer?

Improve Delivery of Workforce Services

The state is a recipient of workforce funds through WIA and those funds should be better integrated to support and expand regional programs.

Educational Outcomes

Educational attainment over the course of an individual's career should be stressed. Building blocks of transferable credits and skills as individuals move between employers and change careers over a lifetime are the new reality.

McHenry County
CONSERVATION DISTRICT

August 6, 2010

ATTN: CMAP Go To 2040 Draft Plan Comments
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

RE: GO TO 2040 DRAFT PARKS AND OPEN SPACE CHAPTER

To Whom It May Concern:

The McHenry County Conservation District appreciates the opportunity to provide additional written comments on the Parks and Open Space Chapter of the CMAP GO TO 2040 DRAFT PLAN. The District provided comments in a letter dated April 30, 2010.

First and foremost, we would like to acknowledge your thoughtful and collaborative approach to the planning process and for emphasizing the importance of the Green Infrastructure Network. Comprehensive and proactive planning ensures that everyone in the region is working towards a unified vision.

As a key stakeholder for open space preservation in the region, the McHenry County Conservation District has a vested interest in ensuring the natural assets of the green infrastructure network are preserved and that recreational opportunities are provided in order to enhance the quality of life for present and future generations.

SECTION 3.0 - EXPAND AND IMPROVE PARKS AND OPEN SPACE

First Paragraph:
Add: *"Less than half of the region's residents currently live in places with adequate access to nearby parks or open space, and many important natural areas remain unprotected, unmanaged and fragmented." Page 106.*

Second Paragraph:
Add: *Bullet 2: "Preserve and improve the most important natural areas in the region." Bullet 3: "Provide functional connections between parks and preserves, using the green infrastructure network as a design concept, including regional greenways along lakes, rivers and streams. Page 107.*

McHenry County Conservation District
18410 U.S. Highway 14 • Woodstock, Illinois 60098 • 815.338.6223 • 815.334.2877 f
MCCD@MCCDistrict.org • MCCDistrict.org

SECTION 3.4 - RECOMMENDATIONS - PARKS RECOMMENDATIONS

Second Paragraph.
Comment: *"To evaluate the need for urban open space, CMAP evaluated existing parks against standards for park accessibility from the National Recreation and Park Association (NRPA). The park types considered are community and neighborhood parks under NRPA's definitions, rather than regional parks and regional reserves, which correspond to the forest preserves and (Add: conservation areas) here in Illinois. Based on the NRPA Standard of 10 acres per 1,000 people, it was found that only about 49 percent of people in the region have adequate access to park open space (see Figure 27)." (Add: While the National Recreation and Park Association (NRPA) figures are designed to provide a framework for accessing open space recommendations that satisfy the needs of outdoor recreation, they do not reflect the habitat requirements of native wildlife populations, endangered and threatened species or native ecosystems to maintain their long-term ecological viability in a developing landscape. Thus the NRPA guidelines should be viewed as one criteria of a healthy ratio of open space to population within the Region.) Language such as this should be added to current information in greater detail. Page 114.*

Fifth Paragraph.
Delete: *"Since imposing a fee does not solve the problem of the availability of land, a better solution is to require building public open space into site plans during redevelopment~~, at least in larger projects~~. Page 115.*

SECTION 3.5 - IMPLEMENTATION ACTION AREAS

Chart #3 - Implementation Action Area #3. Page 123.

- *Action 3 - "Focus wetland mitigation for transportation projects into the green infrastructure network."*
  Add: *"If forest preserve, conservation districts or park districts agree that the green infrastructure networks indicates the most important areas to concentrate investment, requiring mitigation in this predefined area could help resolve the problem that entities required to do mitigation are often pressed to find a land management agency willing to take ownership and management responsibilities of the wetland." to the narrative under specifics.*

Chart #5 - Implementation Action Area #5. Page 125.

- *Action 1 -* ***Add:*** *"Restore and manage open space within the green infrastructure network to natural land cover and hydrology."*

- *Action 2 - "Devise and commit to a system to prioritize restoration needs based on regional criteria."*
  Add: *State (IDNR) to the list of implementers.*

- *Action 3 - "Consider purchase of agricultural land as an interim link in the green infrastructure network."*
  Add: *Agricultural Preservation Districts and Counties to the list of implementers. Public lands that are kept in agriculture by the McHenry County Conservation District through its farm lease program do not create lost tax revenue for other taxing bodies. The District continues to pay property taxes on the property until the land is restored to its natural condition and taken out of agriculture. Page 125.*

The McHenry County Conservation District recognizes the importance of this project to the region and is committed to working cooperatively with the CMAP as the plan moves forward.

Thank you for your continued outreach and interest in preserving the natural and cultural landscape of the Chicago Region. If we can provide any additional information, please do not hesitate to contact me by phone or email at 815.338.6223, 233 or EKessler@MCCDistrict.org.

Sincerely,

Elizabeth S. Kessler, MBA, CPRP
Executive Director

cc: McHenry County Conservation District Board of Trustees
Pete Merkel, County Board Liaison

Chicago Metropolitan Agency for Planning

233 S. Wacker Drive, Suite 800
Chicago, IL 60606

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GO TO 2040 DRAFT
PUBLIC COMMENT CARD

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Residents may submit comments on the *GO TO 2040* website (www.goto2040.org), by email to info@cmap.illinois.gov, by fax to 312-454-0411 or by postal mail by folding this form in thirds, taping closed, placing a stamp and mailing (see reverse side for full address). For more information or assistance, contact CMAP at 312-454-0400.

Between Friday, June 11 and Friday, August 6, 2010 partners, residents and stakeholders have an opportunity to provide input on the draft *GO TO 2040* comprehensive regional plan for northeastern Illinois. Comments must be received by August 6, 2010 at 5:00 p.m.

I AM WRITING TO ADD MY SUPPORT TO THE LONG-RANGE REGIONAL PLAN PREPARED BY THE CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP) THAT INCLUDES THE EXTENSION OF THE CTA RED LINE FROM ITS CURRENT TERMINAL AT 95TH STREET TO THE CITY -LIMITS AT 130TH STREET FINAL APPROVAL OF THIS PLAN WILL NOT ONLY GREATLY IMPROVE CRITICALLY NEEDED ACCESS TO MASS TRANSIT SERVICE FOR UNDER SERVED COMMUNITIES ON CHICAGO'S FAR SOUTH SIDE, BUT WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Uma K. Brooks Phone: 708-374-4549

Organization/Affiliation:

Mailing Address (Street, City, Zip): 731 E. 104th Place, Chicago, IL 60628

Email: brooks-uma@yahoo.com

Chicago Metropolitan Agency for Planning

233 S. Wacker Drive, Suite 800
Chicago, IL 60606

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Tineshu Dixon

Phone:

Organization/Affiliation: CAP's

Mailing Address (Street, City, Zip): 283 E 148th Place

Email: neshu1906@yahoo.com

Chicago Metropolitan
Agency for Planning

233 S. Wacker Drive, Suite 800
Chicago, IL 60606

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Tebra Lane Phone: 312 376 6909

Organization/Affiliation:

Mailing Address (Street, City, Zip): 12103 S. Emerald Chicago IL 60628

Email:

08/06/2010 15:03 7736296856 SONYA THOMPSON PAGE 03/15

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

Name: Casey, Claudia Phone:

Organization/Affiliation:

Mailing Address (Street, City, Zip): 12141 So. Emerald ave 60628

Email:

08/06/2010 15:03 7736296856 SONYA THOMPSON PAGE 05/15

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August 6, 2010

Mr. Randall Blankenhorn
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

RE: **Openlands Comments on *GO TO 2040***

Dear Mr. Blankenhorn:

Openlands appreciates the opportunity to share our support and offer comments in response to the *GO TO 2040* Comprehensive Regional Plan draft. Openlands offers strong general support for the Plan and commends CMAP for the inclusion of our high priority issues: the protection of natural and open spaces in Northeastern Illinois and the surrounding region to ensure cleaner air and water, to protect natural habitats and wildlife, and to help balance and enrich our lives. Openlands applauds the fact that conservation is a guiding principle of the Plan and holds the same weight as transportation, housing, and economic and human development. As a longtime advocate for coordinated land use planning and integrated natural resource management, Openlands is pleased with this first regional plan to fully integrate transportation and land use, as well as CMAP's approach that aims to shape growth in existing urbanized areas and protect valuable open space (e.g. natural areas, waterways, and farmland).

These comments will highlight aspects of *GO TO 2040* that Openlands supports as well as offer suggestions where we believe the Plan can be strengthened or extended. Principally, Openlands strongly supports the ambitious goal of preserving an additional 150,000 acres of open space in the region by 2040, particularly CMAP's emphasis on connectivity for ecosystem function and recreational purposes through the implementation of the Green Infrastructure Vision (GIV). Openlands is pleased that the Plan encourages collaborative planning across jurisdictions to promote an integrated approach to transportation and land use planning. While Openlands supports the focus on water conservation, water supply issues, and green infrastructure, we suggest that a strengthened discussion of water quality and integrated resources management would inform a more robust water resource plan. Openlands commends CMAP for the inclusion of local sustainable food into comprehensive regional planning. In addition, we support the recommendation to maintain and modernize our existing transportation system, with a more focused investment on transit.

Openlands would like to take this opportunity to voice our support of the *GO TO 2040* Regional Plan and offer further suggestions in our areas of expertise.

Achieve Greater Livability Through Land Use and Housing

Openlands commends CMAP's land use planning that is based on the Chicago Wilderness sustainable development principles. Pursuing this scenario limits unmanaged growth by focusing on increasing density in existing communities and concentrating development around public transit to broaden transportation choices.

Openlands supports the objectives in *GO TO 2040* to:

- direct development patterns to follow existing infrastructure networks.
- include infrastructure goals that transcend jurisdictional boundaries.
- promote intergovernmental collaboration between communities to address green infrastructure.
- expand CMAP's role in providing technical assistance to local governments to facilitate coordinated land use planning and adoption of model ordinances.

Openlands recommends that *GO TO 2040*:

- utilize *Context Sensitive Solutions (CSS)* and *Conservation Design (CD)* to protect the natural environment while improving mobility, safety, and infrastructure conditions.

Manage and Conserve Water and Energy Resources

Energy

Climate Change

Openlands strongly supports:

- including regional energy efficiency and conservation practices that address climate change as outlined in the Chicago Climate Action Plan.

Openlands recommends that *GO TO 2040*:

- reference the Climate Action Plan for Nature, produced by Chicago Wilderness, to emphasize the importance of regional natural area conservation and restoration efforts to mitigate and adapt to the projected climate change over the next 30 years.

Urban Forestry Programs

Openlands has 20 years of experience in urban forestry through our TreeKeepers program, and offers our assistance with implementing urban forestry recommendations.

Openlands supports:

- including urban forestry programs in *GO TO 2040* implementation goals.

- highlighting how trees in urban settings mitigate the urban heat island effect, sequester carbon and reduce pollution.

Openlands recommends that *GO TO 2040*:

- include additional benefits of urban forestry programs (i.e. natural resources and green space for urban residents, stormwater management and water filtration), which are consistent with *Chicago's Urban Forest Agenda.*

- add an implementation strategy to dedicate more funding for managing Chicago's urban forest to ensure lasting benefits from this valuable resource.

Water

Water Supply and Conservation

Openlands commends *GO TO 2040's* goal of implementing key recommendations in *Water 2050: Northeastern Illinois Regional Water Supply /Demand Plan*: a commitment to water efficiency, using water rates to encourage conservation, and compact development patterns that decrease irrigation needs, as a means to achieve a least-resource intensive demand scenario (LRI).

Openlands supports:

- developing and deploying water conservation practices, and encourages CMAP to play a vital role in helping communities adopt water conservation measures and model ordinances.

- incorporating water conservation measures into comprehensive land use plans, as well as incentivizing green infrastructure practices to manage stormwater.

- promoting rainwater harvesting for non-potable uses as an implementation strategy.

- full cost pricing of water to accurately reflect the economic value of the resource and incentivize water conservation by consumers.

- that communities use water "footprinting" as a standard audit method for large-scale projects in conjunction with conservation plans.

- recognizing the nexus between energy and water and the importance of reducing consumption of both resources.

Openlands recommends that *GO TO 2040*:

- include implementation strategies to fund and expand educational programming to raise public awareness of how to conserve our finite regional water supply.

Integrated Water Resource Management

Openlands commends *GO TO 2040's* goal to integrate land use policies and site planning with comprehensive water resources management.

Openlands recommends that *GO TO 2040*:

- issue more prominent statements on how water quality and quantity are interrelated.

- promote reduced water use in combination with, and not as an alternative to, water quality standards. *GO TO 2040* should urge utilities to seek innovative energy alternatives that lower their carbon emission while upholding the public health protections under the Clean Water Act.

- include implementation strategies that:
  - more strongly protect against both point and non-point source pollution;
  - fully integrate green infrastructure into site planning;
  - utilize land use tools in developing and implementing local regional and local land use plans, such as: Illinois Department of Natural Resources Biologically Significant Streams rating system, up-to-date local stream inventories of biota, and the impaired streams list under Section 303(d) of the Clean Water Act to identify and protect our waterways; and
  - cover the region with comprehensive watershed plans that promote water conservation and reduce point and non-point source pollution. Plans should include: a wastewater treatment alternatives analysis; pollutant limits for wastewater treatment plants to ensure that any increases in effluent and stormwater runoff do not degrade our waterways or harm resident aquatic life; and incentives for communities to update their stormwater ordinances to be consistent with CMAP model ordinances to reduce flood damage and habitat loss.

Stormwater Management

Openlands commends the commitment by CMAP to green infrastructure, compact development, and performance standards to better control stormwater in our region. Stormwater runoff causes costly flood damage, pollutes our waterways, destroys wildlife habitat, and deprives areas of crucial groundwater supply. Openlands strongly agrees that green infrastructure is as important as grey infrastructure for stormwater management in *GO TO 2040.*

Openlands supports the ambitious goals in *GO TO 2040* to:

- reduce impervious surface to 450,000 acres by 2040.

- implement green infrastructure solutions for development and redevelopment.

- encourage local governments to adopt stormwater utility fees to pay for stormwater green infrastructure best management practices.

Openlands recommends that *GO TO 2040*:

- emphasize the importance of shifting our perspective to view rainwater as a precious natural resource and economic asset that is converted through land use

policies to become stormwater. The plan should better underscore the need to recognize rainfall as a way to replenish our drinking water, rather than a conduit for pollution that should be sent downstream.

- include an implementation strategy to maintain and update the performance standards in its model ordinance: detention release rates, volume control, compensatory storage and protecting stream buffers, including isolated and jurisdictional wetlands, and riparian areas. While volume controls are important, all four cornerstones are necessary to lessen flooding and damage to natural areas.

- encourage counties and municipalities to adopt ordinances with comparable performance standards that account for refined technology behind green infrastructure best management practices.

- identify funding sources, such as the Illinois EPA Green Infrastructure Grants Program and the SRF Green Project Reserve, to help communities incorporate green infrastructure practices as part of their stormwater solutions.

- discuss the value of both large-scale green infrastructure (open space) as well as small-scale green infrastructure (impervious surfaces, rain gardens, and bioswales).

- emphasize how protecting land is a crucial means to protect water[1] so that *GO TO 2040* presents a more integrated and cohesive message of water resource protection.

- implement *GO TO 2040* recommendations during CMAP consistency reviews of wastewater treatment plant expansion requests by requiring stormwater controls (such as adopting consistent stormwater ordinances) as a condition of support. CMAP's role in ensuring that these expansion requests consider smart growth, and curb both point and non-point source pollution in line with the federal Clean Water Act, is crucial to maintaining the integrity of our region's waterways.

Expand and Improve Parks and Open Space

Open Space

Openlands commends *GO TO 2040*'s recognition of the importance of open space preservation to maintain and enhance the quality of life for people and wildlife in our region.

Openlands supports:

- expanding Daniel Burnham's vision of a regional network of open space to include 150,000 additional acres of parks and open space by 2040 that are prioritized within the Green Infrastructure Vision (GIV).

[1] CMAP, *GO TO 2040 Comprehensive Regional Plan Draft*, 2010, pg. 109

- the significant commitment to fund open space acquisition equal to the amount of funding for capital infrastructure projects.

- the commitment to open space connectivity by mutually following both the GIV and CMAP's *2009 Northeastern Illinois Regional Greenways and Trails Plan* to strategically double greenway and water trail mileage across the region by 2040.

- recognizing that open space is important for: conservation and recreational purposes, public health (cleaner air and water, and recreational opportunities), and ecosystem function.

- interregional cooperation to help build a functional open space network.

Openlands recommends:

- including the greenways map in the *2009 Northeastern Illinois Regional Greenways and Trails Plan* in the "Open Space" chapter of *GO TO 2040*, and the corresponding trails map in the *GO TO 2040* "Regional Mobility" chapter.

- encouraging utilities to protect more right-of-ways as natural corridors to provide greater connectivity of open space in the region.

Parks

Openlands works extensively on community greening projects throughout Chicago neighborhoods, and is a strong advocate of increasing park space.

Openlands supports:

- providing more parks in developed areas to increase park accessibility, ultimately guaranteeing that all residents have at least a minimum standard of park access by 2040.

- the target of 4 acres of park per 1,000 people in highly urban areas.

Openlands recommends that *GO TO 2040*:

- adopt the aggressive vision of 10 acres of park per 1,000 in less built out suburban or exurban areas to provide equal access to parks and open space equity among the people of our region.

- stress the importance of community involvement as a key to successful urban open space initiatives. The engagement process with local people is as equally integral to placing of parks in underserved neighborhoods.

- Underscore that the only way to reach *GO TO 2040*'s ambitious and important goal for park space is to ensure that once land becomes a park, it remains a park. It is vital to include protecting all current and future park space in perpetuity into the Plan.

Preserves
Openlands is pleased that *GO TO 2040* recognizes the importance of large landscape-scale protected land. Significant acreages of preserved open space provide for climate change adaptation, biodiversity, habitat for species, species migration and recreational opportunities.

Openlands supports:

- recognizing the increasingly important role that private and nonprofit sectors will assume in land preservation over the next 30 years.

- establishing and strengthening private/public partnerships for land conservation across the region. Openlands, in partnership with other land trusts, can optimize public/private partnership opportunities as a way to increase private land acquisition and restoration.

- emphasizing the value of federal partnerships and investment in protecting open space. Large landscape-scale protection projects, such as the proposed Hackmatack National Wildlife Refuge, require partners to collaborate at the federal, state, regional and local level. Federal investment, using resources such as the Land and Water Conservation Fund (LWCF), will move forward large scale land conservation efforts in our region, and be key to realizing the *GO TO 2040* open space target.

- the importance of wetlands preservation and restoration to improve stormwater management and protect ecosystem functions. Wetlands reduce flooding and support diverse natural communities that provide important ecosystem services, which improve air and water quality, among other benefits.

- the implementation strategy to encourage local governments to adopt conservation design ordinances based on the *Conservation Design Resource Manual*, and to make it a by-right form of development. This idea follows the overall vision of building livable communities and fully integrates conservation into development practices. This goal will help to ensure that land preservation prevails when development pressure begins to resurge.

- recognizing that farmland and agricultural preservation are integral to achieving the GIV, and have significant environmental benefits. The region has some of the richest and most productive soils in the world. Farmland also provides habitat and corridors for wildlife and contributes to the scenic character and open vistas of the western portion of the region.

- implementing farmland protection programs that require landowners to comply with National Resource Conservation Service resource conservation plans and encourage recognition of farmland as a suitable buffer for conservation land.

Openlands recommends:

- including a *GO TO 2040* implementation strategy to increase capacity and funding for land trusts to help acquire the additional 150,000 acres of open space.

- stressing the value of private land conservation and acknowledging that private land holds many of the same environmental benefits as publically held land.

- showcasing economic opportunities, such as eco-tourism, available to communities contiguous to preserves and national wildlife refuges.

- placing greater emphasis on restoration, or "management needs," as an essential part of landscape preservation. This will complement and reinforce the high-priority recommendation to preserve 150,000 more acres of open space by 2040.

- encouraging public access to land conserved as open space in conservation design subdivisions. These areas should be linked to the wider open space GIV network through trail systems.

- continuing to provide technical assistance to local governments to implement strong conservation design ordinances.

- including an implementation strategy to secure dedicated funding for ongoing maintenance and management of natural areas protected by conservation design ordinances. Allocating funds for land management should not detract from acquiring land to reach the 150,000 acre goal.

- recognizing that local farms provide recreational and entertainment opportunities which are complementary to open space recreation objectives.

- including implementation strategies that develop ordinances and policies that protect isolated, jurisdictional, and ephemeral wetlands.

Connections

Protecting North-South corridors of land and water within the GIV will help with climate change adaptation and help preserve biodiversity and protect against invasive species.

Openlands supports emphasizing open space connectivity throughout *GO TO 2040*.

Openlands recommends:

- a more in-depth discussion of the nexus of land and water and how their stewardship is mutually supportive. The Plan should clearly state that open space include waterways.

- including more information about how the GIV focuses connectivity around waterway corridors. Streams are an essential aspect of open space connections.

- including the goal of implementing the *Northeastern Illinois Water Trails Plan* to help develop water trails for recreation and conservation. Extensive water trails help support healthy life-styles across our region.

- Incorporating the map in the most recent *Northeastern Illinois Water Trails Plan* into *GO TO 2040.*

- Emphasizing that land use planning should incorporate state and regional conservation tools, such as the Illinois Department of Natural Resources' Biologically Significant Streams rating system, up-to-date local stream inventories of biota, and the impaired streams list under Section 303(d) of the Clean Water Act to identify and protect the integrity of our waterways.

Promote Sustainable Local Food

Openlands commends CMAP for including the sustainable local food section with aggressive targets for both food production and food access. *GO TO 2040* makes a strong commitment to both environmental (climate change, green space, farmland preservation) and human (equity, health, food security) implications of a local sustainable food system.

Openlands supports:

- discussing farmland preservation and highly endorsing the Kane County's Farmland Protection Program.

- promoting the integration of agricultural protection measures in local land use plans and accompanying ordinances. Local food production is dependent on the existence of farmland near regional markets.

- strengthening farmland protection programs, which facilitate county purchase and transfer of development rights of farmland. These programs can be effective in protecting land for local food, if counties design criteria for farmland protection, set aggressive targets, and commit to fund the programs.

Openlands recommends:

- developing more specific goals to promote the *GO TO 2040* local food initiative.

- Promoting the integration of agricultural protection measures in local land use plans and accompanying ordinances. Local food production is dependent on the existence of farmland near regional markets.

- creating an economic indicator that captures the potential economic value realized by producing and consuming local foods. This could be in the form of a metric that tracks how urban agricultural programs directly support job creation.

- Promoting educational programming regarding the culinary and nutritional aspects of local food.

- including as an implementation strategy passing legislation that allows counties to bridge the funding gap by generating tax revenue for farmland protection programs.

Regional Mobility

Invest Strategically in Transportation
Openlands supports:

- focusing on maintaining and modernizing our existing transportation system, with a more focused investment on transit.

- using context sensitive solutions and fundamental conservation plans to ensure transportation projects protect our natural resources and promote our regional goal of walkable, liveable and sustainable communities, linking more people to mass transit.

- retaining the Prairie Parkway and Illiana on the "fiscally unconstrained" or unfunded list of transportation priorities. The Prairie Parkway, a controversial billion dollar proposal, would only improve traffic by 200 vehicles per day. It would degrade high quality streams in 81 places, destroy 54 acres of forest, harm threatened and endangered species, and ultimately result in the loss of over 7,500 acres of farmland. In stark contrast to recent public statements, five townships have voted against building the highway - two were 80% and 88% in opposition to the project.

Openlands *opposes*:

- including Illinois 53 on the "fiscally constrained" or priority list for transportation projects. As shown by the first (and now outdated) environmental impact statement, this costly transportation alternative will cause severe damage to precious natural areas that harbor a spectacular diversity of wildlife.

Increase Commitment to Public Transit
Openlands supports:

- emphasizing how the region needs and benefits from public transit.

- transforming 'alternative' methods of transportation into a first choice for people regionally.

- comprehensive land use planning as a method to control unfocused development through concentrating population around transit.

Create a More Efficient Freight Network

Openlands recognizes the economic incentive for operational improvements to our region's freight system. However, siting decisions for regional mobility projects must equally consider conservation concerns.

Openlands recommends that:

- transportation solutions should duly provide links to intermodal facilities and protect our natural areas.

- transportation projects near Midewin avoid impacting this natural treasure. Certain proposed routes for the Illiana would seriously damage natural resources at Midewin - the first National Tallgrass Prairie in the United States and home to a variety of rare and state-listed grassland birds. A proposed southern route would degrade Forked Creek and the Kankakee River, high quality waterways that are teeming with aquatic life. Routing a highway above Midewin would sever it from the Joliet Training Area, fragmenting valuable grassland bird habitat, degrading Jackson Creek and potentially damaging nearby dolomite prairie remnants.

Efficient Governance

Reform State and Local Tax Policy

Openlands agrees with the *GO TO 2040* recommendation to reform state and local tax policies to encourage local decisions that are consistent with the overall vision set forth by *GO TO 2040*. It is essential that tax policies provide incentives towards local cooperation, not competition, so that the region as a whole can move towards sustainable livable communities and sustainable economic activities.

Openlands supports:

- recommended changes to make tax policies more progressive, such as graduating the income tax system and expanding the sales tax base to include more services.

- including the Regional Tax Policy Task Force, with representation of areas outside of the CMAP region. (CMAP should at least formally engage some downstate leaders in the process, as a way of laying groundwork for statewide support for recommended changes.)

- exploring what *regional* changes to tax policy might be available to assist in meeting the *GO TO 2040* goals. For example, can jurisdictions under CMAP enter into their own revenue-sharing agreements to adjust disbursement criteria away from factors like local point of sale, without changes to state law?

- consideration by the Regional Tax Policy Task Force of a modest transferable state tax credit for conservation easement donations as part of its tax policy recommendations. A modest transferrable tax credit offers a way to help meet the open space goals for an investment of pennies-on-the-dollar compared with

outright public land purchases[2]. This will help fulfill the *GO TO 2040* vision of building livable communities with adequate parks and open space is going to require land conservation by private landowners. Public agencies can not buy and manage all of the land needed to obtain the *GO TO 2040* goal for new parks and open space. Under current laws, private landowners who donate conservation easements may be eligible for a federal tax deduction. However, this is not a significant incentive to landowners whose land value far exceeds their income. In addition, the out-of-pocket costs of donating a conservation easement may be prohibitive.

Openlands recommends:

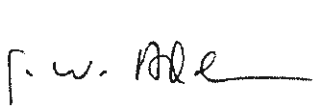
- including an implementation strategy to increase the gas tax to pay for transportation maintenance, and upgrades and improvements to our public transit system. Cars, traffic and roadways make a significant impact on the environment in terms of air and water quality and climate change. The aggressive goals for open space and agricultural preservation can affect these impacts.

- carving out a portion of the gas tax increase for open space acquisition. A penny for open space can show commitment to the overall vision of the *GO TO 2040* Plan.

Conclusion

Openlands appreciates the opportunity to work in partnership with CMAP through the development of the *GO TO 2040* Plan. We support the vision of the region as economically competitive and supported by a quality of life that will be sustainable by future generations. Openlands looks forward to working cooperatively with CMAP in the implementation of the Plan in the years ahead.

Sincerely,



Gerald W. Adelmann
President & CEO

Lenore Beyer-Clow
Policy Director

[2] Other states around the nation, for example North Carolina and Colorado, are using this mechanism of state tax credit programs for land conservation donations. The following are examples of other states using this mechanism:
http://www.taxcreditexchange.com/documents/StateConservationTaxCreditsImpactandAnalysis.pdf
http://www.ccalt.org/publications%20and%20press%20releases/TPL%20Report.pdf

Quenten Schumacher
5218 N Winthrop, 3N
Chicago, IL 60640

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Quenten Schumacher II: President CGMC BOD of Dir.
312-401-9436

Haydee Alvarez
5360 N. Lowell # 302
Chicago, IL 60630-1796

August 4, 2010

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

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Sincerely,

Haydee Alvarez

Ann Oleinik
3100 N. Lake Shore Dr. #804
Chicago, IL 60657-4950

August 4, 2010

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233 South Wacker Drive
Suite 800
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

Ann Oleinik

Sharon Tulos
4138 N. Olcott
Norridge, IL 60706-1111

August 4, 2010

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Chicago, IL 60606

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Sincerely,

Sharon Tulos

Mary E O'Kiersey
938 Ontario St., #1
Oak Park, IL 60302-1950

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Sincerely,

Mary E O'Kiersey

Dileep Gangolli
1427 Greenleaf St.
Evanston, IL 60202-1154

August 4, 2010

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233 South Wacker Drive
Suite 800
Chicago, IL 60606

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Sincerely,

Dileep Gangolli
847 902 0733

Jodi Kurtze
2033 N. Damen
Chicago, IL 60647-9009

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Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

Jodi Kurtze

John Kulczycki
1560 N Sandburg Terrace, Apt 3902
Chicago, IL 60610-7736

August 6, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

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Thank you for your efforts and for considering my comments.

Sincerely,

John Kulczycki

Camille Wilson White
123 Madison St.
Oak Park, IL 60302-4205

August 6, 2010

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

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Thank you for your efforts and for considering my comments.

Sincerely,

Camille Wilson White

Adam Friedland
3100 W. Addison
Chicago, IL 60618-4538

August 4, 2010

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

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Sincerely,

Adam Friedland

john miller
1230 n state pkwy 25a
chicago, IL 60610-8201

August 4, 2010

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

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Thank you for your efforts and for considering my comments.

Sincerely,

john miller
312 415 2480

Deborah Doering
621 S. Plymouth Ct. #902
Chicago, IL 60605-1857

August 4, 2010

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

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Sincerely,

Deborah Doering
312-834-0388

Deborah Doering
621 S. Plymouth Ct. #902
Chicago, IL 60605-1857

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Sincerely,

Deborah Doering
312-834-0388

Kristi Sloniger
213 S. Grove Ave.
Oak Park, IL 60302-3109

August 4, 2010

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

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Thank you for your efforts and for considering my comments.

Sincerely,

Kristi Sloniger
708 383 9160

Diane Baia
680 Silk Oak Lane
Crystal Lake, IL 60014-4585

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As a playwright and the Artistic Director of Theatre of the Air, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan. When family and friends visit from out of town or even out of the country, days may be spent on the Magnificent Mile or Navy Pier, but nights are spent at the theatre.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Diane Baia
815-356-8007

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151140

William Ewers
1012 N. Dearborn Street
Chicago, IL 60610-2804

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

William Ewers
312-642-4590

Gina Perno
2241 N. Clifton Ave.
Chicago, IL 60614-3508

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Gina Perno

Franchesa dos Remedios
1260 N. Dearborn Street #1211
Chicago, IL 60610-2244

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Franchesca D. dos Remedios

jerome Hausman
1501 Hinman Ave.
evanston, IL 60201-4689

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

jerome Hausman
328 4172

Arnold/ Beverly Hollander
9800 N Huber Ln
Niles, IL 60714-1015

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Arnold & Beverly Hollander

Liane Casten
1030 Asbury Ave.
Evanston, IL 60202-1165

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Liane Casten

Nikki Anderson
3408 W. Parker Ave. #3
Chicago, IL 60647-1225

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Nikki Anderson
773-343-2981

Burt Dikelsky
One university Parkway
University Park, IL 60484-3165

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Burt Dikelsky
708-235-2238

Cynthia Langston
11338 South Fairfield Avenue
Chicago, IL 60655-1905

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Cynthia Langston

Noreen Cornfield
Dept. of Sociology, 990 West Fullerton Ave.
Chicago, IL 60614

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Noreen Cornfield
773-325-4947

James Sobacki
34990 N. Knollwood
Ingleside, IL 60041-9235

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

James Sobacki

Jose Ochoa
40 E 9th Street, #401
Chicago, IL 60605-2140

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

I am extremely surprised the arts as not one of the top recommendations of the GO TO 2040 plan.

The arts has been a vital part of Chicago's history and growth. Not to not include it in the plan would be a huge mistake. Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jose Ochoa

Elizabeth Bullock
4500 N. Magnolia Ave., Apt. #3
Chicago, IL 60640-5513

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Elizabeth Bullock
7732934409

Tom Greensfelder
3421 N. Claremont
Chicago, IL 60618-6003

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Tom Greensfelder
773-325-0700

PAMELA SHERROD ANDERSON
6007 N. SHERIDAN RD. SUITE 30J
CHICAGO, IL 60660-3011

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

PAMELA SHERROD ANDERSON
773 293 2289

Rae Charnelle Wright
4100 S. Drexel Blvd. Unit 3A
Chicago, IL 60653-2599

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Rae Charnelle Wright
7734845205

Ian Belknap
5144 N. Monticello Ave.
Chicago, IL 60625-5524

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Ian Belknap

Sinead Kimbrell
18529 Ashland Ave
Homewood, IL 60430-3807

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Sinead Kimbrell

MarieAnn Vos
575 Cress Creek Lane
Crystal Lake, IL 60014-7002

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Marie Ann Vos

Antoinette Wright
7251 S. Champlain
Chicago, IL 60619-1219

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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I have devoted more than twenty years of my professional career as an Arts Administrator in Chicago. I personally participated in the cultivation of Boeing's selection of Chicago as the site of its headquarters and the arts and cultural environment was two of our greatest selling points.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Antoinette D. Wright
312-317-3811

Mary Ann Ludwig
4170 Marine Dr. #12C
Chicago, IL 60613-2306

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Mary Ann Ludwig

Ra Joy
441 E. 42nd Street
Chicago, IL 60653-2732

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Ra Joy

Thomas Roby IV
1130 S Michigan Ave #2304
Chicago, IL 60605-2331

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Thomas Roby IV

Susan Johnson DiGiovanni
2504 brookwood drive
Flossmoor, IL 60422-1828

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region and as a founding member of the Flossmoor Public Art Commission, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities. I can personally attest to the positive impact that our sculpture walk has had in forming a deeper sense of community, as an educational tool giving our children up-close and personal contact with the arts, and in outreach to the surrounding communities emphasizing our connectedness.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Susan Johnson DiGiovanni

Pamela Crutchfield
23 North Green Street, #504
Chicago, IL, IL 60607-2782

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Pamela Crutchfield
312-397-3130

Subject: extension of rte 53 planned
Wed 8/4/2010 10:48 AM
From: Melissa Ritter [melissaritter@hotmail.com]

As a Lake County Resident, my community would be affected as would all of Lake County. The proposed extension would indeed alter the character of Lake County forever. Consider the debacle Milwaukee faced recently as they chose to tear down an ill-planned highway after realizing the negative impacts to the city and to surrounding communities. Do you want to be known for a similar failure in planning? We work hard to preserve and protect open lands and farms, one of the great economic opportunities as we move toward a more sustainable society. The planned extension disregards our natural assets. We need relief from traffic congestion, but a highway that threatens the places we care about, such as the Liberty Prairie Reserve and the Prairie Crossing Farm, isn't the right solution. A sound, environmentally-sensitive alternative road design has been presented, and we, as a community support this alternative. We will put our full energy and organization into making sure the IDOT plans do not compromise the places we love and some of the primary reasons we have chosen to live here. We urge you to show real leadership and support the environmentally-senstive alternative that has been proposed.

Best Regards,

Melissa Ritter
(847)293-6047
melissaritter@hotmail.com

HEARTLAND
flavors

Pamela Ambrose
Loyola University Chicago 820 N. Michigan Chicago, IL 60611

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

I am the director of cultural affairs for Loyola University Chicago and also the director of the Loyola University Museum of Art. Our museum visitor surveys clearly show us that our out of state visitors also visit 2 or more museums in the immediate Chicago area as well as shop in museum stores and engage their children in youth programming. There are many tourist dollar spent in Chicago and we are a destination point for culture and what has been a viable work place for employees of cultural institutions and smaller arts organizations.

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Pamela E. Ambrose
312 915 7602

Jim Passin
1900 W. Berwyn Ave.
Chicago, IL 60640-1008

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jim Passin

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151060

Nancy Langtree
1900 W. Berwyn Ave.
Chicago, IL 60640-1008

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Nancy Langtree

Lesley Gena
201 S. Napervlle Rd.
Wheaton, IL 60187-5417

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lesley Gena

jill specks
2626 N. Lakeview Ave. #2312
chicago, IL 60614-1814

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As a business professional and practicing/showing artist who lives in the Chicago , I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector has the power to influence and sharpen the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

jill specks

Robin Tryloff
1225 Parkway Drive
Downers Grove, IL 60515-3536

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

Having lived in the Chicago metropolitan area for more than 20 years, I can attest to the fact that the arts are a major component of our quality of life and economic vitality. For these reasons, I strongly urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Thanks to leaders such as Mayor Daley, his wife Maggie, corporations, foundations, and most especially, Chicago and tourist audiences, Chicago is home to a rich and diverse cultural ecosystem. The arts sector is a cause for pride; it sharpens the region's competitive edge and international reputation, and drives sustainability in our communities.

According to Shaun Donovan, the U.S. Secretary of Housing and Urban Development, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy; so any plan that addresses the Chicago's livability should include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for considering my comments.

Sincerely,

Robin Tryloff

Leslie Goldberg
1059 Skylark Drive
Palatine, IL 60067-7058

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Leslie Goldberg

Joan Gray
7127 S. Ellis
Chicago, IL 60619-1319

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Joan Gray

Diana Zwinak
3767 Bailey Rd
Yorkville, IL 60560-4713

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Diana Zwinak
630-677-8735

Ryan Butts
2007 W Fargo Ave, Unit 2
Chicago, IL 60645-2205

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Ryan Butts

Timothy Weber
111 E Haines Dr
Hainesville, IL 60030-1029

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Timothy Weber
847-373-1407

Jaclyn Biskup
2104 N Saint Louis, 2
CHicago, IL 60647

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jaclyn Biskup

David Zoltan
6142 N Kenmore Ave, Apt 3
Chicago, IL 60660-2724

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

David Zoltan
773.331.3180

Geraldine Joy
2020 Lake Street
Evanston, IL 60201-3926

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Geraldine C Joy

Tara Fadenrecht
2000 S. Michigan Ave., Apt. 309
Chicago, IL 60616-4750

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Tara Fadenrecht

Brent T. Barnes
1304 W Lunt Ave, #35
Chicago, IL 60626-3066

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Brent T. Barnes

Don Hunter
860 N DeWitt Place #2007
Chicago, IL 60611-5779

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Don Hunter
3124751740

Elizabeth Auman
4907 N. Glenwood Ave. #3B
Chicago, IL 60640-3532

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Elizabeth K. Auman

Thomas Jesse
901 N. Edgelawn Drive
Aurora, IL 60506-1819

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Thomas Jesse

Rebecca Mix
7318 N. Honore St.
chicago, IL 60626-1554

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rebecca Mix

Julia Dusek-Devens
10117 S. Prospect
Chicago, IL 60643-2152

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Julia Dusek-Devens

Rene Schuler
1435 N. Green Bay Rd.
Lake Forest, IL 60045-1109

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rene Schuler
312-952-3005

Kimberly Hale
5200 N. Sheridan Rd.
Chicago, IL 60640-2532

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives and works in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.
With funding for the arts constantly threatened, it is imperative that the arts are fully represented in GO TO 2040. As one who works at an arts education institution, I know firsthand the importance that the arts have on our students, as well as the audiences who attend our programs.

The Chicago region is home to a rich and diverse cultural artistic heritage, impacting citizens of all ages, races and socio-economic backgrounds. From internationally recognized organizations to local community arts groups--all of them exist because they fill a vital need that is important to the audiences that attend them and the creative spirit in which they are presented. You are probably aware of the recent survey conducted by the Chicago Tribune/WGN which found that the arts and culture are what people -- regardless of race and income level, whether they lived in the city or suburbs, or were young adults or senior citizens
-- appreciate most about Chicago
(http://www.chicagotribune.com/news/local/ct-met-chicago-life-poll-20100802,0,4255238.story).

Any plan that addresses the livability of communities across the Chicago region should include the arts, and I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and and I appreciate your considering my comments. If there is anything I can do, please do not hesitate to contact me directly.

Sincerely,

Kimberly A. Hale
312.399.9801

Lisa Calvert
517 Thomas Ave.
Forest Park, IL 60130-3286

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lisa Calvert

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151120

Cathy Bogigian
4819 Creek Drive
Western Springs, IL 60558-1265

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who taught art for thirty-three years in Cook county, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Cathy Bogigian

Winifred Haun
228 S. East Ave.
Oak Park, IL 60302-3212

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Winifred Haun
708-524-1262

Emily Rapport
5006 N. Wolcott Avenue
Chicago, IL 60640-2611

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As an artist who lives and works in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Emily Rapport
(773) 954-7419

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151102

larry snider
410 S. Michigan Ave., Suite 712
chicago, IL 60605-1387

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

lawrence k snider

Lori Dana
2601 W. Superior Street
Chicago, IL 60612-1110

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lori Dana

Peter Kuntz
5206 N. Lakewood
Chicago, IL 60640-2221

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Peter Kuntz
773-561-2807

William Fireside
869 Sumac
Highland Park, IL 60035-3840

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

William Fireside
847 831 3439

Betty Flamm
650 W Hill Road
Palatine, IL 60067-2012

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Betty Flamm, Treasurer, Palatine/Inverness Arts Council

James Zoccoli
6424 N Seeley #2
Chicago, IL 60645-5604

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone born, raised & living in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich & diverse cultural ecosystem. The arts sector is a cause for pride & sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy.

Any plan that addresses the livability of communities across the Chicago region must include the arts.

I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts & for considering my comments.

Sincerely,

James Zoccoli

Christine Milostan
p o box 535
bloomingdale, IL 60108-0535

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the DuPage County/Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Our area is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it is also a sector that uses art for healing, self expression and personal growth in young and old. As an international artist and author, I have worked with and developed
creativity programs for a plethora of organizations.

Young children need to exercise their imaginations. These programs are the foundation for this vital part of their lives. A gift that will endure their whole life.

I served as artist in residence for high risk students at a Chicago high school. Gang violence deeply impacted the students. My art programs were a means of self expression and healing for the students and faculty.

Senior citizens have so much to share as the keepers of the culture. They are the role models for future generations. According to the late Dr.
Gene Cohen, creativity is enhanced as we age. Regardless of income, status, gender, age creative expression is a timelss fuel that fans the flames of our dreams and desires.

The arts programs enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan. We need to feed and nuture that creative essence within every individual.

Thank you for your efforts and for considering my comments. Feel free to contact me if I can be of service.

Sincerely,

Christine Milostan
630-653-5092

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151181

Pat Rinkenberger
2945 Birch Road
Homewood, IL 60430-2810

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, a recently retired music education who has seen the wonders arts experience provide, and a patron of the Chicago arts, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

This region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities. Jobs in multiple sectors are increased in a strong artistic atmosphere.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Pat Rinkenberger
708 957-7106

Maureen Rivkin
141 St. Armand Lane
Wheeling, IL 60090-3966

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Maureen Rivkin

Salome Chasnoff
4001 N. Ravenswood
Chicago, IL 60613-1154

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan. It makes economic sense!

Sincerely,

Salome Chasnoff
7738577300

Emily Stein
1847 W. School St.
Chicago, IL 60657-2061

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities. Currently, economic factors affecting the arts are endangering both it and the cultural life of the region.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Emily Stein

Victor Sorell
10420 S. Wood Street
Chicago, IL 60643-2812

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Vï¿½ctor Sorell
312.622.6352

Letitia noel
55 W Goethe St #1246
chicago, IL 60610-7401

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Letitia noel

M.E. Eccles
4144 N. Sacramento Ave.
Chicago, IL 60618-2620

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

We MUST include the arts!

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

M.E. Eccles

Vanessa Shinmoto
904 N California Ave Apt 3F
CHICAGO, IL 60622-7668

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

I am a Chicago artist urging you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Chicago has a rich and diverse arts sector in many communities that attracts business and drives sustainability. The arts sector sharpens Chicago's competitive edge and international reputation.

The arts plays a key role in creating and enhancing communities. For example, the Chicago Arts District in Pilsen organized gallery walks that attracted business and transformed a run-down neighborhood into a livable and walkable and thriving area. Similar efforts are underway in Logan Square and other Chicago neighborhoods.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Vanessa Shinmoto

Dorothy McDaniel
3034 W. Birchwood
Chicago, IL 60645-1104

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Dorothy McDaniel
773-508-0335

Lynn Caldwell
927 Britta Lane
Batavia, IL 60510-1157

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lynn Caldwell

Marlea edinger
300 w hill street
chicago, IL 60610-2549

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Marlea edinger, Ph.D
312-337-5492

Wendi Hill
5100 N. Marine Dr. #10G
Chicago, IL 60640-6355

August 6, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who has lived in the Chicago region for 15 years, who is an artist, and who has also volunteered for arts organizations for several years, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural legacy that has influenced communities near and abroad, over the course of history.
Having lived in New York City for 9 years of my adult life, I have observed first hand how Chicago's arts community competes vibrantly, with that of New York -- which is often seen as the “arts capital” of our country. The most prevalent advantage that I've observed, that Chicago's arts community has over NYC, is the public's access to the arts.
Maintaining this access is crucial to building a strong, healthy, vibrant community. With friends and associates who are arts professionals, particularly those working with youth/education programs, I also have personally observed how access to arts education has shaped the character and lives of many of our region’s children and young adults. By filling the void that unstable family environments and unstable communities have left for them, these young people learn social skills and build a confidence that helps shape them into “future citizens” of positive influence, creating in them a potential that thus far, we can only imagine. Even those from privileged and stable environments have had their minds and souls opened, and are encouraged to engage and extend their reach out to serve a larger part of their communities through their participation in the arts.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Wendi Hill

Eric Scott
8829 S. Prairie Ave.
Chicago, IL 60619-6733

August 6, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Eric Scott

Daniel Duell
c/o Ballet Chicago, 17 N. State St., 19th fl.
Chicago, IL 60602

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As an artistic director whose organization has served many thousands of people in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Daniel Duell
312-251-8838

Laura Weathered
2215 W North Ave
Chicago, IL 60647-5429

August 6, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives and works in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities. The Master Plan for the Wicker Park Bucktown neighborhood indicates arts and culture as a high priority and valued asset by residents and local business.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Laura Weathered
773 278 7677

Joyce Walschlager
173 W. Harbor Dr.
Lake Zurich, IL 60047-7132

August 6, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Joyce Walschlager
847-254-4493

Joy Thorbjornsen-Coates
5915 N Talman
Chicago, IL 60659-4008

August 6, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Joy Thorbjornsen-Coates

Katherine Litwin
1301 W. Argyle Apt 201
Chicago, IL 60640-3597

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Katherine Litwin

Lauri Sugerman
5419 N. Magnolia
Chicago, IL 60640-1314

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

I live in Chicagoand I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lauri Sugerman

Charles Howleit
1609 S. 8th Avenue
Maywood, IL 60153-2037

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Charles L. Howleit
708-370-1110

Kimberly Luthin
24 Nebraska
Geneva, IL 60134-2357

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kimberly Luthin

Teresa Bundy
2730 Lehman Drive
West Chicago, IL 60185-6173

August 6, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Teresa Bundy

Lisa Maurizi
9242 S Leavitt
Chicago, IL 60643-6359

August 6, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lisa M. Maurizi

Donna Mandel
1154 S. Humphrey Ave.
Oak Park, IL 60304-2236

August 7, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Donna Mandel
708 383-2756

Hazel Domangue
8229 S. King Dr. #2W
Chicago, IL 60619-4933

August 7, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Hazel A. Domangue
773-310-0063

Hazel Domangue
8229 S. King Dr. #2W
Chicago, IL 60619-4933

August 7, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Thank you for your efforts and for considering my comments.

Sincerely,

Hazel A. Domangue
773-310-0063

From: arasmussen@capeweb.org
Wed 8/4/2010 9:09 AM
Subject: Include the Arts in Chicago's Plan for the Future

Amy Rasmussen
203 N Wabash Suite 1720
Chicago, IL 60601-2421

August 3, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As a leader of a non-profit arts education organization, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The arts enable us to view the world as the complex and multi-faceted place that it is. The arts inspire us to develop common understandings of each other cultures, perspectives, and worldviews. These statements are not just wishful sentiments -- the role of the arts in building community are exhibited each day in our schools and neighborhoods, museums and shopping malls. Ask any school principal or any parent what is important about their child's school, and they will more often than not talk about arts programming and the impact they are having on their child. Ask any business leader what they value in a workforce, they will state a desire for creative, innovative, collaborative, and ethical employees -- just the skills that are built through participation in the arts.

The first draft of the GOTO 2040 plan is a document that will provide for the Chicago region's structural needs -- but it doesn't inspire people to really engage in and contribute to their community. Daniel Burnham's plan for Chicago was recognized for its visionary and creative approach to designing a city. I urge the GOTO 2040 plan to be just as visionary and creative. The plan needs to inspire and excite people -- and the arts do just that.

Sincerely,

Amy Rasmussen
7732033537

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=150920

Manwah Lee
2459 W. Augusta Blvd.
Chicago, IL 60622-6176

August 3, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Manwah Lee

Erin Moren
919 North Damen Ave. 2RR Chicago IL, 60622 Chicago, IL 60622

August 3, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Erin Moren

Patricia Sigurdson
4561 Lawn Avenue
Western Springss, IL 60558-1556

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Patricia Sigurdson
708) 246-4212

Joan Mazzonelli
7443 North Hoyne Avenue
Chicago, IL 60645-2282

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Joan Mazzonelli

Sheli Hadari
1942 S. Prairie Ave. #2
Chicago, IL 60616-1321

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Sheli Hadari
7734267775

Douglas Post
4208 N. Central Park Avenue
Chicago, IL 60618-2020

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Douglas Post

Paul Fagen
1609 W. Ainslie Street
Chicago, IL 60640-3464

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As an actor who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation." Strawdog Theatre Company, where I am an ensemble member, is one of five theaters in the north Lakeview/Uptown neighborhood. We bring cache to a community that otherwise would be without a cultural outlet.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Paul Fagen

Janey Sarther
3908 Adesso Lane
Joliet, IL 60435-8714

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Janey Sarther

Andrew Edwards
1553 W. Olive, #1W
Chicago, IL 60660-4148

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Andrew Edwards
312-218-2219

Diane Timko
18420 Gottschalk Ave.
Homewood, IL 60430-3342

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Diane Timko

Nancy Russo
839 W Cornelia Ave Apt 3S
Chicago, IL 60657-1729

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Nancy Russo

Erin Aleman

From: jvorrasi@williamferrischorale.org
Sent: Wednesday, August 04, 2010 10:30 AM
To: Info
Subject: Include the Arts in Chicago's Plan for the Future

John Vorrasi
746 W Bittersweet
Chicago, IL 60613-2310

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

John Vorrasi

Christian Gray
939 W. Ainslie St.
Chicago, IL 60640-3811

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Christian Gray

Sarah Jost
4730 West 81st St
Chicago, IL 60652-2002

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Sarah Jost

Philip Nadasdy
716 N Throop St. 3F
Chicago, IL 60642-5737

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Philip

J. Scappettone
5232 N. Glenwood Ave Apt 3
Chicago, IL 60640-2225

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

J. Scappettone

Kurt Johns
1324 W Sherwin Ave
Chicago, IL 60626-2006

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kurt Johns

Julia Perkins
6757 S. Jeffery, Suite A,
Chicago, IL 60649-1051

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

Dear CMAP BOARD,

As someone who lives in the Chicago region, and has been a staunch support of the arts, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

It is imperative that arts and culture is included in the plan!!! Thank you for your efforts and for considering my comments.

Sincerely,

Julia Perkins

Mary Friedlieb
1112 W. Pratt Blvd. #3W
Chicago, IL 60626-5978

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. Having moved to Chicago, I can personally attest to the draw and importance of Chicagoland's unique and precious arts and culture. It's something that continues to draw me "home" as well as something my friends and relatives who visit constantly and consistently comment upon. It's the warf and weft of the fabric that makes our region the fantastic place it is to live, work, learn and play.
Without it, our fabric is severely weakened.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Mary Friedlieb

Shirlene Ward
1114 Madison St.
Evanston, IL 60202-2125

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

The arts in the Chicago metro area are the biggest reason I have for living where I do. The variety and quality can't be equaled anywhere. It is a huge draw for residents and visitors alike. Please do not let this important civic resource languish! It is so vital to the lives of finances of this region.

Thank you for your efforts and consideration!

Most Sincerely,

Shirlene Ward

Angela Tillges
2107 N Albany st.
Chicago, IL 60647-3801

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Angela Tillges
651-270-9227

Eric Stephenson
2737 N. Francisco Ave
Chicago, IL 60647-1705

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Eric Stephenson

Rose Kostan-Schwartz
449 Chesterfield Lane
Vernon Hills, IL 60061-2936

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rose Kostan-Schwartz

Christine Dunford
529 N Michigan
Evanston, IL 60202-3043

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Christine Dunford

Adrienne Lessard
2713 N. Dayton
Chicago, IL 60614-1409

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Chicago is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across Chicago must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Adrienne Lessard

Lynette Murphy
1420 Ridge Avenue
Evanston, IL 60201-4134

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lynette Murphy

Laura Milas
55th and Grant Streets
Hinsdale, IL 60521

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As a resident of DuPage county, I urge you to include the arts in the GO TO 2040 plan.

DuPage and the Chicago region is home to a rich and diverse cultural institutions. The arts sector is not only a cause for pride and improved standard of living, but the arts also contributes to the region's success.

As an art educator, my students and their families see the rich resources in the Arts as a valuable aspect of living in the Chicago metropolitan area. As art educators, we use local resources in our lesson planning and curriculum.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Laura Milas
6305708270

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151440

Julie Griffin
1008 S. Maple Ave.
Oak Park, IL 60304-1805

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Julie Griffin

Darcy Nendza
6233 Victoria Drive
Oak Forest, IL 60452-2748

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Darcy Nendza
847 7087322

John Adduci
1544 N. Sedgwick
Chicago, IL 60610-1223

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

John Adduci

Jeanne Stickling
701 Locust Rd
Wilmette, IL 60091-2217

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jeanne Stickling

Deborah Granite
9740 Crawford Avenue
Skokie, IL 60076-1106

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

One of the things that is keeping me in Chicago, since I lost my recently lost my job, is the abundance of theater and performing arts. It is important for morale, brings in dollars, and distinguishes us as a unique city. .

I also believe that the arts are important for our young people, and a means of different ethnic groups and socio-economic groups congregating, exchanging ideas, and working together.

Thank you for your efforts and for considering my comments.

Sincerely,

Deborah Granite

Jane Wood
729 S. Lombard Avenue
Oak Park, IL 60304-1607

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jane Wood
708-383-6369

Gary Zabinski
203 N. Genesee St.
Wau, IL 60085-4221

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Gary Zabinski
847-406-3146

Tracey Lowenthal
4536 N. Sacramento Avenue
Chicago, IL 60625-3830

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Tracey Lowenthal

Lindsey Smith
2637 N Kimball Ave
Chicago, IL 60647-1213

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lindsey Smith

Steven Rogin
1549 Forest Avenue
Highland Park, IL 60035-3436

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, Highland Park specifically and am working on rehabbing an old Theatre in DT Evanston, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Steven Rogin

Judith Roth
1801 West Larchmont Ave. #410
Chicago, IL 60613-2476

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Judith Roth

Lydia Swift
615 W Wellington Avenue
Chicago, IL 60657-5305

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lydia Swift

Patricia Fox
6853 S. Michigan
Chicago, IL 60637-3907

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Patricia Fox

Lucy Sullivan
3605 N. Claremont Ave.
Chicago, IL 60618-4817

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

We recently moved back to Chicago after a ten year absence and we are thrilled to be "home." Over the past few months, we have re-visited all of our favorite cultural venues and discovered some wonderful new ones.
We're delighted to see the revival of the downtown area that has been sparked by the cultural amenities of Millennium Park, the new Modern Wing of the AIC, the Chicago Cultural Center, and the Chicago Architecture Foundation. We urban dwellers put up with a variety of inconveniences to live in the city, but we are well rewarded by the exhilaration of hearing the Grant Park Symphony at the Pritzker Pavilion, attending a Dame Myra Hess concert, or seeing a play at the Theater on the Lake.

The arts make life in the city worth living. Chicago's breadth of cultural offerings is what makes this city a place people want to be. Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Lucy Sullivan
773-904-8644

Paul Lockwood
2001 Olmstead Drive
Woodstock, IL 60098-4114

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives and works in the Chicago region - specifically, McHenry County and the Loop, respectively - I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region clearly must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Paul Lockwood

William Winters
2773 Woodmere Drive
Darien, IL 60561-1792

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Mr. William F. Winters

Kyle Hamman
1827 W. Summerdale
Chicago, IL 60640-1011

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kyle Hamman
773.960.4956

Annie Rezac
111 W Campbell Ave
Arlington Heights, IL 60005-1404

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Annie Rezac

Cari Dinglasan
1426 Bristol Ave.
Westchester, IL 60154-3704

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Cari Lynn Dinglasan
7083432664

Heather Winters
2773 Woodmere Drive
Darien, IL 60561-1792

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Heather Winters

NANCY DOMASH
3128 N KENMORE
CHICAGO, IL 60657-3305

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

NANCY DOMASH
17739356094

Robert Johnson
1153 S Humphrey
Oak Park, IL 60304-2237

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Robert Johnson

Robert Groth
6222 S Meade Ave
Chicago, IL 60638-4334

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Robert Groth

Tom Arvetis
1012 N Noble Street
Chicago, IL 60642-4011

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Tom Arvetis

Nicole Beck
805 S. Oakley Blvd.
Chicago, IL 60612-4227

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

I am also a professional sculptor in Chicago, on the Board of Directors of Chicago Sculpture International and an independent contractor (Lead Artist) for Urban Gateways- who has been extent for over 50 years in Chicago now providing top notch Arts Programming to Chicago's schools.

THE ARTS ARE VITAL TO OUR ECONOMY AS WELL AS OUR CULTURE!!!!!!

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

www.nicolebeck.com

Nicole Beck

Louise Dimiceli-Mitran
2556 W Hutchinson St
Chicago, IL 60618-1504

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Louise Dimiceli-Mitran

Ren Li
829 w 34th Pl
chicago, IL 60608-6715

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Ren
7738477848

Leslie Shook
900 N. Kingsbury, Unit 1156
Chicago, IL 60610-7453

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Leslie Shook
312.410.9065

James Pringle
9958 Malta St.
Chicago, IL 60643-2117

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

As a member of the Theatre profession it strikes me as unconscionable and less than intelligent that the Arts are given such short shrift by Americans in power. The Acting profession certainly is one of the most important professions in the United States of America. Though doctors and lawyers are certainly very vital, no one hires either every day of their lives. But, each and every human being in the U.S. owns a television to watch us. Actors tell us which cars to buy, which toothpaste, mouthwash, feminine hygiene products to use. In fact, the entire world gets its perception of this nation through America's films. To not give such media power our full attention is blind and counter-productive. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

James Pringle
773 779-5534

Richard Armandi
6750 Riverside Dr.
Berwyn, IL 60402-2228

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Richard Armandi

Melissa Urbonas
2419 W. McLean Ave. #1
Chicago, IL 60647-4113

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Melissa Urbonas

George Sferra
2649 N. Kedzie Ave.
Chicago, IL 60647-1651

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

George Sferra

Eva Niewiadomski
1433 W. Rascher #2W
Chicago, IL 60640-1205

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Eva Niewiadomski

Jodi Lazar
3200 N. Lake Shore Drive #1809
Chicago, IL 60657-3933

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jodi Lazar

Susan Roberts
oN521 Willow Road
Wheaton, IL 60187-2917

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Susan Roberts

Sandra Morgan
1327 Washington St.
Evanston, IL 60202-1623

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Sandra Morgan

Sadira Tash
819 Marion Avenue
Highland Park, IL 60035-5125

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Sadira Tash

Carol Ann Kapheim
34754 N. Oak Knoll Circle
Gurnee, IL 60031-2577

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

I have worked with young adults in the arts for over 35 years and I know that the arts in any community makes a difference in quality of life, sense of involvement and enrichment for everyone. . As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Carol Ann Kaphiem
847-855-3141

cheryl holz
2880 bar harbour ct
aurora, IL 60504-6862

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

cheryl holz
630.565.2489

Gill Iltis
5413 North Lakewood Avenue
Chicago, IL 60640-1302

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Gill Iltis

Caroline Waelder
936 Estes
Gurnee, IL 60031-2220

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Caroline Waelder

Rebecca Crystal
1420 Wincanton Dr.
Deerfield, IL 60015-2340

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rebecca Crystal

Kevin Heckman
800 W. Partridge Ln.
Mount Prospect, IL 60056-5114

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kevin Heckman

Marilyn Peretti
515 N Main St, 1B-S
Glen Ellyn, IL 60137-5100

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

I am a member of the Nature Artists Guild at The Morton Arboretum, and the DuPage Art League; as well as a writer/publisher in some poetry groups. I produce art which others enjoy, and I readily patronize the Art Institute, Elmhurst Art Museum, and others. How rich this is!

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Marilyn Peretti

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151301

Mary Kay McCaw
2633 N. Magnolia Ave.
Chicago, IL 60614-6850

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Mary Kay McCaw

Jennifer Peepas
4501 N Magnolia Ave Unit 2S
Chicago, IL 60640-5512

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jennifer Peepas

Lisa McDonald
1111 New Trier Court
Wilmette, IL 60091-1032

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

The reason that I have stayed in Chicago after living in 5 cities for 20 years is due to its rich artistic community and offerings. I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Thank you for your efforts and for considering my comments.

Sincerely,

Lisa McDonald
8478530237

Peter and Susan Gray
Jackson Blvd.
Chicago, IL 60661

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Peter and Susan Gray

Winifred Godfrey
2647 N. Orchard St.
Chicago, IL 60614-1548

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As a resident of the Chicago area, I urge you to include the Arts in the GO TO 2040 Plan.

The area is has so much rich diversity and talent. The Arts contribute to the happiness of the residents and the desirability of the area in terms of the rest of the country. As seen in Chicago, the emphasis on the Arts has increased the reputation and attractiveness of the City.

All of the arts have great attendance. The Public Art projects like the "Cows on Parade" brought phenomenal amounts of tourism to the city. It would be a tragic oversight to not emphasize the importance of the Arts in any future plan for the area.

Thank you so much for your time and consideration. I know you will do the right thing for all of the communities.

Sincerely,

Winifred Godfrey
773-929-6516

Will Cooper
711 S Dearborn St
Chicago, IL 60605-1813

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

Make generous and expanded funding of the arts a prominent feature of the GO TO 2040 plan.

What makes Chicago attractive to business is its cultural richness and depth. People come to live here not just to work but to enjoy the diverse array of theatre, museums, concerts, clubs, galleries, readings, lectures, and festivals. Giving money to the arts helps keep Chicago a vibrant center where people want to dwell and work. Funding the arts is good business for Chicago.

Sincerely,

Will Cooper
312-502-0160

Rob Milburn
2751 W. Giddings St. 3W
Chicago, IL 60625-3754

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

In general, the arts have a low negative impact on the environment and a high positive impact for our children's development and our quality of life.

Improved economic activity near cultural centers, theaters, museums etc has been demonstrated time and again.

Thank you

Sincerely,

Rob Milburn

Chris Silva
2043 N. Winchester
Chicago, IL 60614-3912

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Chris Silva
773-562-2270

Rachel Javellana
2337 N. Sawyer Ave.
Chicago, IL 60647-0809

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

My name is Rachel Javellana, and I have been working as a teaching artist for the past seven years in the Chicago region. I have witnessed firsthand the impact of such programming, and I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural life. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rachel Javellana

Justine Nagan
5403 S. Maryland
Chicago, IL 60615-4911

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives and works in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities. Inspiration, community and jobs- all provided by the arts!

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. As a Chicago resident, artist and arts administrator, I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your time and consideration.

Sincerely,

Justine Nagan

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151081

C.J. Dillon
1727 S INDIANA AVE 108
CHICAGO, IL 60616-1347

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in Chicago and works in the Arts industry, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region MUST include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

C.J. Dillon

Jeffrey Sweet
250 W 90th St., #15G
New York, NY 10024-1143

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jeffrey Sweet

Jonathan Kinkley
1926 W SUPERIOR ST # 1
Chicago, IL 60622-5531

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

Please include the arts as one of the top recommendations of the GO TO 2040 plan. The arts are leading factor in improving a region's quality of life. According to a poll conducted by the Tribune/WGN this week, the arts and culture are what people -- regardless of race and income level, whether they lived in the city or suburbs, or were young adults or senior citizens -- appreciate most about Chicago.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Jonathan Kinkley

Michael John Kelly
1258 W Bryn Mawr Avenue Apt 2S
Chicago, IL 60660-4233

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As a visual and performing artist who lives in Chicago, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Michael John Kelly
773-334-0789

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151080

Ann Filmer
3325 Clarence Ave
Berwyn, IL 60402-3753

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As the Founder and Artistic Director of 16th Street Theater in Berwyn, I understand the impact the arts have on a community. The pride and participation I have witnessed since starting Berwyn's theater 3 years ago has been incredible.

After a performance of Rohina Malik's play UNVEILED, a young man was in tears afterwards. He spoke to Rohina afterwards to say he felt awful about how he had acted in the past against Muslims. He said he used to think Muslim women wore the veil to celebrate 9/11, but after seeing her play, he saw that was the furthest thing from the truth.

Hearing her story made him see the humanity in this Muslim woman. This is just one small but significant example.

People from all walks of life: economic status, heritage, religious practice, walk through our doors every weekend to sit side-by-side in our theater to be moved by a story. To share. To listen. To think. To engage.

The arts are inclusive. The arts inspire creativity which we need now more than ever. It has been proven that children exposed to the arts are more engaged and fare better in school and in life. We have seen what happens when people become disengaged from their communities and it is not pretty.

The arts are the lifeblood and the soul of a community. Any plan without the arts is a serious mistake.

I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your consideration.

Sincerely,

Ann Filmer

Kevin Murphy
9912 S. Avenue H
Chicago, IL 60617-5597

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As a life-long Chicagoan, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as driving sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kevin Murphy
773-375-2231

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151180

Gwenn-Ael LYNN
1933 W. 21st Place
Chicago, IL 60608-4201

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan. History and Anthropology has shown that there is no viable human society without the arts. Today's global capitals all operate art fairs, biennals, art collections, etc. European and Asian cultures have always championned the arts, why should Chicago miss on this opportunity? This city used to be a safe haven for artists, but with all the budget cuts in education, in the Illinois Arts Council, and other agencies, it lags behind the rest of the country and the rest of the world. You cannot have decent urban life, or be part of the international cultural circuit without having artists. If they don't get any support from their community they will leave and go to other places that support them (New York, Berlin, London, etc.) and Chicago will be a sad place where the only form of culture and entertainment will be the shopping malls.

Thank you for your efforts and for considering my comments.

Sincerely,

Gwenn-Ael LYNN

Shyvette Williams
8234 S. Ingleside
Chicago,, IL 60619-5402

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Shyvette Williams

rozlyn adams
2044 n. burling st. #3
chicago, IL 60614-4412

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

rozlyn adams

Millicent & Ann Gordon
2019 East 72nd Place
Chicago, IL 60649-3003

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

The arts are essential to our youth, teens, adults and senior citizens. We All have a future, without the arts it would be lessened.

Millicent and Ann Gordon

Thank you for your efforts and for considering my comments.

Sincerely,

Millicent & Ann Gordon
773 391-7684

David Boettcher
11408 Abbey Rd
Mokena, IL 60448-2436

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

David Boettcher
815-262-2121

Claire Krantz
711 S. Dearborn #401
Chicago, IL 60605-3818

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Claire Krantz

Susan Danzig
5840 N. Sheridan Road
Chicago, IL 60660-4930

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As a Writer, Actor and Teaching Artist, who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

I'm also the Mother of someone who benefited greatly from Arts in the Schools and is now, herself, a Teaching Artist.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Susan Danzig

mark olen
8535 menard avenue
morton grove, IL 60053-3319

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

mark & robin olen

Rick Graham
6533 N Spokane
Chicago, IL 60646-2919

August 5, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Artists working in their studios led to a turnaround in the East Pilsen area, just as the National Museum of Mexican Art anchors the revitalization of the area west of Ashland. The Superior-Huron area is a bustling commercial zone that was carved out by Art galleries in the '80s.
All over the city, theaters and music venues, as well as artists and their galleries, bring people, services and development into their neighborhoods.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Rick Graham

William Kazak
17236 Lorenz Avenue
Lansing, IL 60438-1221

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

William Kazak
708.913.7893

Brek Hufnus
4132 N Ottawa
Norridge, IL 60706-7221

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Brek Hufnus
708-453-8119

Pat Rose
485 Oakdale
Glencoe, IL 60022-2180

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Pat Rose

monica hork
28 meadowview
northfield, IL 60093-3546

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

monica hork

Mariah Keko
221 N. Grove Ave. #2N
Oak Park, IL 60302-2032

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Mariah C. Keko

Cynthia Bowman
5404 S Michigan
Chicago, IL 60615-4625

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, and am an avid art collector, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Cynthia Bowman
7735488213

From: Peter Nowicki [pnowix@hotmail.com]

Wed 8/4/2010 6:42 PM

Subject: Blue line and 290

As an Oak Park resident I am asking that you please look into expanding the CTA Blue Line as opposed to the expansion of 290, or at the very least, coincide the expansion of 290 with the Blue line expansion. Our cities need better public transportation, not faster highways.
Thank you

Peter Nowicki

Amy Carlton
1728 W. Estes
Chicago, IL 60626-2453

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Amy Carlton

Juarez Hawkins
9501 S. King Dr., BHS 600
Chicago, IL 60628

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As a Chicago artist, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

Stop to consider how the presence of arts and artists have revitalized the Wicker Park/Bucktown and Pilsen communities, and the resulting increase in social outlets and property values. Think about how programs like Gallery 37 and Little Black Pearl have expanded over the years, creating opportunities for students and teaching artists alike. I know; I've taught with both programs.

Chicago is a world-class city, partly due to its thriving arts and culture. How could you NOT consider the arts?

Regards,

Juarez Hawkins

alice alviani
114 S Genesee St
Waukegan, IL 60085-5607

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

alice alviani
847-775-1988

Arlene Rakoncay
7615 N. Kildare
Skokie, IL 60076-3710

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Arlene Rakoncay

Norman Cutler
130 N. Garland Ct. Apt. 2511
Chicago, IL 60602-4786

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

.As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments

Sincerely,

Norman Cutler
312-781-0126

Maria Gray
gray.maria@att.net
Chicago, IL 60630

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Maria Gray

Darnella Vaughn
435 W. Evergreen, Unit 5
Chicago, IL 60610-1775

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Darnella Vaughn
312.265.0013

Brenda Woods
7700 S. East End Ave. #2
Chicago, IL 60649-4504

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Brenda Starr Woods
773-902-7391

Please use this link to SEE ME and view more information about me
http://www.capwiz.com/artsusa/il/picturepages.tt?id=151221

Robert C. Anderson
5422 N. Wayne
Chicago, IL 60640-1305

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

As a former Chicago Public Schools teacher and administrator, I know how important it is to be stimulated through creative expression, which builds intellectual capacity, artist and cultural appreciation, basic humanity, and engaged learning. Now as a retiree, pursuing photography, painting and sculpture and writing, my life is richer that ever! PLEASE INCLUDE THE ARTS IN YOUR LONG RANGE PLANNING!!

Thank you for your efforts and for considering my comments.

Sincerely,

ROBERT C. ANDERSON
773-979-4499

Bethany Jorgensen
4802 N. Broadway, Ste. 203-D
Chicago, IL 60640-3667

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives and works in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region MUST include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Bethany Jorgensen

Joseph Sonnefeldt
715 N. Fairview
Mt. Prospect, IL 60056-2037

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Joseph Sonnefeldt

Michelle Kelley
1580 West Hubbard
Chicago, IL 60622

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Michelle Kelley

Ruth Stevig
417 N Main Street
Wauconda, IL 60084-1705

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

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Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Ruth Stevig
(847) 526-8798

Elyn Koentopp-Vanek
1455 W. Hutchinson
Chicago, IL 60613-1311

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Elyn Koentopp-Vanek

Kathy Matthews
P.O. Box 6508
Elgin, IL 60121-6508

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Kathy Matthews
847-841-7700

Dean Peerman
1407 W. Elmdale Ave.
Chicago, IL 60660-2405

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Dean Peerman

Scott Letscher
5113 N Wolcott Ave
Chicago, IL 60640-2612

August 4, 2010

Randy Blankenhorn
Executive Director, Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Randy Blankenhorn:

As someone who works in the arts and lives in the Chicago region, I urge you to include the arts as one of the top recommendations of the GO TO 2040 plan.

The Chicago region is home to a rich and diverse cultural ecosystem. The arts sector is not only a cause for pride, it also sharpens the region's competitive edge and international reputation as well as drives sustainability in our communities.

Leveraging the arts as a resource for creating sustainable communities is smart, forward-thinking policy. As Shaun Donovan, the U.S. Secretary of Housing and Urban Development, recently stated, "The arts are a natural component to furthering this administration's commitment to creating more livable, walkable, environmentally sustainable communities. They can play a key role as a partner that is able to enhance the unique characteristics of communities and increase our economic competitiveness through supporting creativity and innovation."

Any plan that addresses the livability of communities across the Chicago region must include the arts. I urge you to include the arts in the final GO TO 2040 plan.

Thank you for your efforts and for considering my comments.

Sincerely,

Scott Letscher

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Adam Eiden [hndthoreau@aol.com]
Sent: Monday, August 02, 2010 5:05 PM
To: Info
Subject: Chicagoland 2040

Aug 2, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Adam Eiden
131 Winddance Dr
Lake Villa, IL 60046-6681

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Tim Mathews [timmary747@aol.com]
Sent: Monday, August 02, 2010 5:05 PM
To: Info
Subject: Chicagoland 2040

Aug 2, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Tim Mathews
1111 S Waukegan Rd
Lake Forest, IL 60045-7300

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Mary Mathews [timmary747@aol.com]
Sent: Monday, August 02, 2010 5:05 PM
To: Info
Subject: Chicagoland 2040

Aug 2, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Mary Mathews
1111 S Waukegan Rd
Lake Forest, IL 60045-7300

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Alison Hubbard [hubmil@sbcglobal.net]
Sent: Monday, August 02, 2010 4:35 PM
To: Info
Subject: Chicagoland 2040

Aug 2, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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I hope you reconsider this proposed plan to destroy important open areas. We really need to invest in public transportation. Thank you for listening

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Alison Hubbard
PO Box 2485
Crystal Lake, IL 60039-2485

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Deloris Manny [dmanny1008@aol.com]
Sent: Monday, August 02, 2010 4:35 PM
To: Info
Subject: Chicagoland 2040

Aug 2, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Deloris Manny
1306 S Fleming Rd
Bull Valley, IL 60098-7924

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Barbara Scott [bams4@comcast.net]
Sent: Monday, August 02, 2010 4:35 PM
To: Info
Subject: Chicagoland 2040

Aug 2, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Barbara Scott
1547 Knollwood Ln
Highland Park, IL 60035-3405

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Barbara Scott [bams4@comcast.net]
Sent: Monday, August 02, 2010 4:35 PM
To: Info
Subject: Chicagoland 2040

Aug 2, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Barbara Scott
1547 Knollwood Ln
Highland Park, IL 60035-3405

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Layne Alleman [layne_alleman@yahoo.com]
Sent: Tuesday, August 03, 2010 9:06 AM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Layne Alleman
42171 N Forest St
Antioch, IL 60002-8928

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Sue Tinkle [tinkandtom@sbcglobal.net]
Sent: Tuesday, August 03, 2010 6:36 AM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

Almond Marsh, for example, is a wetland gem,complete with a Great Blue heron rookery. Illinois has lost over 95% of its wetlands or more. It would be yet another sacrificial lamb in the name of "Progress".
High speed roadways reduce the quality of life for everyone. The roar of the traffic, (which never stops by the way,) can be heard a few miles away. There is a portion of Old School Forest Preserve that I usually avoid due to the exhaust smell and the noise from the tollway. Yes, we need high speed tollways and interstates, but not in as populated an area as what is proposed, when the planning had not been in place before.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Sue Tinkle
118 2nd St

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Link Bradford [link@bradfordsystems.com]
Sent: Tuesday, August 03, 2010 9:36 AM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Link Bradford
414 Rockefeller Rd
Lake Forest, IL 60045-3138

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Sheila Haas [jlbrdcrd@comcast.net]
Sent: Tuesday, August 03, 2010 8:36 AM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Sheila Haas
206 Parkview Dr
Wauconda, IL 60084-3605

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Cheryl Jennings [pinkiej@msn.com]
Sent: Tuesday, August 03, 2010 3:36 AM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Miss Cheryl Jennings
221 Blackhawk Rd
Highland Park, IL 60035-5266

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Tom Baker [tjb1953@comcast.net]
Sent: Tuesday, August 03, 2010 4:11 PM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Tom Baker
2935 Talaga Dr
Algonquin, IL 60102-6849

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Karen Enzie-Craig [sailgirl98@gmail.com]
Sent: Tuesday, August 03, 2010 3:43 PM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

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Investing in Public transportation and clean energy is probably a much better choice for our tax dollars !

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Karen Enzie-Craig
622 Park Ave
Winthrop Harbor, IL 60096-1358

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Karla Cook [il_cookies@hotmail.com]
Sent: Tuesday, August 03, 2010 2:07 PM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

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Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Karla Cook
18836 W Circle Ct
Grayslake, IL 60030-2101

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Kelly Kulauzovic [k.kulauzovic@gmail.com]
Sent: Tuesday, August 03, 2010 1:07 PM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Kelly Kulauzovic
1356 Prairie View Pkwy
Cary, IL 60013-2622

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Maria Harmon [mares13@att.net]
Sent: Tuesday, August 03, 2010 12:37 PM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Maria Harmon
111 Willow Dr
Waukegan, IL 60087-4007

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Joseph Torres [torres.joseph3@gmail.com]
Sent: Tuesday, August 03, 2010 12:07 PM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Joseph Torres
41 N Orchard Ave
Waukegan, IL 60085-4658

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Doug & Diane Ower [doug@ower.org]
Sent: Wednesday, August 04, 2010 7:52 PM
To: Info
Subject: Chicagoland 2040

Aug 4, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Doug & Diane Ower
1812 Dusk Dr
Zion, IL 60099-5117

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Jane Collins [jlcadvocate@sbcglobal.net]
Sent: Wednesday, August 04, 2010 5:20 PM
To: Info
Subject: Chicagoland 2040

Aug 4, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

Please pay attention to groundwater recharge -- "managed water supplies" suggests that groundwater and other water resources are simply commodities, to be bought, sold and moved around as any consumer good. This approach fails to address land uses absolutely necessary for recharge of shallow aquifers; it fails to consider those ecosystems that are not only water-dependent, but dependent on water of a certain constant volume, temperature and pH.

Nothing undermines the planning principles espoused here as much as does extending 53 through McHenry County. This needs to be deleted from the recommendations, replaced with alternatives.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Jane Collins
13610 Kishwaukee Valley Rd
Woodstock, IL 60098-3139

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Candice Bauer [crbauer@gmail.com]
Sent: Wednesday, August 04, 2010 9:50 AM
To: Info
Subject: Chicagoland 2040

Aug 4, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Candice Bauer
432 Windsor Ter
Libertyville, IL 60048-2949

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Rachel Stolberg [spirit195729@yahoo.com]
Sent: Wednesday, August 04, 2010 10:50 AM
To: Info
Subject: Chicagoland 2040

Aug 4, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Rachel Stolberg
330 Farmington Ln
Vernon Hills, IL 60061-1914

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Christy Matsuoka [christy37@earthlink.net]
Sent: Wednesday, August 04, 2010 3:51 PM
To: Info
Subject: Chicagoland 2040

Aug 4, 2010

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

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Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Christy Matsuoka
918 Ski Hill Rd
Fox River Grove, IL 60021-1326

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Sophie Massey [superstumblingsophie@yahoo.com]
Sent: Wednesday, August 04, 2010 11:21 PM
To: Info
Subject: Chicagoland 2040

Aug 4, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would pull more traffic, congestion, and development into less developed areas, and further decentralize our region. It would spend precious public dollars in doing damage to our region, instead of adding transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Sophie Massey
1269 Eastwood Ave
Highland Park, IL 60035-2929

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Susan Lannin [susan82@earthlink.net]
Sent: Wednesday, August 04, 2010 6:21 PM
To: Info
Subject: Chicagoland 2040

Aug 4, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, I find the inclusion of the Route 53 extension incompatible with these goals. Please remove the Route 53 extension from this plan, as it is not a transportation project worthy of pursuing.

In fact, the Route 53 extension would destroy the very parks and open spaces upon which the Draft 2040 plan seeks to expand and improve. It would attract more traffic, congestion, and development into less developed areas, further decentralizing the region. Instead, please direct public dollars to adding public transit options.

Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Susan Lannin
7100 N Greenview Ave
Chicago, IL 60626-2629

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of John Hockman [j.w.hockman@sbcglobal.net]
Sent: Wednesday, August 04, 2010 4:50 PM
To: Info
Subject: Chicagoland 2040

Aug 4, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. John Hockman
14722 Estonian Ln
Riverwoods, IL 60015-3553

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Brian Chard [bcmeanie@hotmail.com]
Sent: Wednesday, August 04, 2010 10:21 PM
To: Info
Subject: Chicagoland 2040

Aug 4, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Brian Chard
399 W Shadow Creek Dr
Vernon Hills, IL 60061-1067

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Caitlyn Dobner [dobnercl@gmail.com]
Sent: Wednesday, August 04, 2010 10:21 PM
To: Info
Subject: Chicagoland 2040

Aug 4, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Miss Caitlyn Dobner
115 N Bauer Rd
McHenry, IL 60050-5698

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Michele Saridan [michele.saridan@abbott.com]
Sent: Monday, August 02, 2010 4:35 PM
To: Info
Subject: Chicagoland 2040

Aug 2, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Other than the Route 53 extension, the transportation projects prioritized by this plan appear consistent with the plan's goals. I support the decision NOT to include other new highways that would decentralize our region - like the Prairie Parkway or the Illiana Expressway - on the priority list for our tax dollars.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Michele Saridan
1075 Ellsworth Dr
Grayslake, IL 60030-3364

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Yvonne Martin [yvonnecmartin@gmail.com]
Sent: Monday, August 02, 2010 4:35 PM
To: Info
Subject: Chicagoland 2040

Aug 2, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Yvonne Martin
2230 Chestnut St
Waukegan, IL 60087-3943

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Diana Maculan [dgm625@excite.com]
Sent: Thursday, August 05, 2010 9:00 PM
To: Info
Subject: Chicagoland 2040

Aug 5, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Diana Maculan
107 Robincrest Ln
Lindenhurst, IL 60046-9533

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Bob Schroyer [bschroyer36@gmail.com]
Sent: Thursday, August 05, 2010 10:22 AM
To: Info
Subject: Chicagoland 2040

Aug 5, 2010

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

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The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

The inclusion of the Route 53 extension in your plan, however, is inconsistent with these goals.
I urge you to drop the Route 53 extension as a priority transportation project from this plan.

The Route 53 extension would destroy the very parks and open spaces the plan hopes to expand and improve on. It would create more traffic, more congestion, and unwanted commercial & residential development into less developed areas, and further decentralize our region. It would also spend limited public dollars in doing damage to our region, instead of adding needed transit options.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Bob Schroyer
4810 N Waltshire Ln
McHenry, IL 60051-8538

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Carol Nurse [carolanurse@yahoo.com]
Sent: Friday, August 06, 2010 10:28 AM
To: Info
Subject: Chicagoland 2040

Aug 6, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

However, the inclusion of the Route 53 extension is inconsistent with these goals. I urge you to drop the Route 53 extension as a priority transportation project from this plan.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Carol Nurse
635 N Madison St
Woodstock, IL 60098-3334

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of WALTER DEMBOS JR [wdjr22@yahoo.com]
Sent: Friday, August 06, 2010 2:58 PM
To: Info
Subject: Chicagoland 2040

Aug 6, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

The overall goals of the plan are great. The plan calls for more open space, cleaner, better managed water supplies, an increased focus on transit and existing communities are all welcome and needed.

As someone who commutes 60 to 80 miles every weekday, the travel times are dreadful. I stand in traffic jams with my vehicle pumping hydro-carbons into the air along US Route 12; not to mention all of the wasted gas. I have been praying for the extension of IL Route 53 for years. It is not "build it and they will come", but rather build it they are here. A 30 mile, one way trip, can take me up to 90 minutes, going from McHenry County to Lake County. There is no Metra to meet my needs unless you want to take back the recently sold line to the Canadian National Railroad and use it as a grand connector. Please build it now, not 10 years from now.

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. WALTER DEMBOS JR
8403 Concord Dr
Bull Valley, IL 60098-8156

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Amy Snyder [snyder.amylynne@gmail.com]
Sent: Thursday, August 05, 2010 3:22 PM
To: Info
Subject: Chicagoland 2040

Aug 5, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Amy Snyder
400 Saint Andrews Ln
Gurnee, IL 60031-4488

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Christine Heffernan [hefdog@comcast.net]
Sent: Sunday, August 08, 2010 8:30 PM
To: Info
Subject: Chicagoland 2040

Aug 8, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Ms. Christine Heffernan
720 Regal Ln
Algonquin, IL 60102-4369

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Douglas Faist [gotkd21@gmail.com]
Sent: Friday, August 06, 2010 7:57 PM
To: Info
Subject: Chicagoland 2040

Aug 6, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Douglas Faist
18 Trent Rd
Hawthorn Woods, IL 60047-9100

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Sandra Couch [sndrcch@yahoo.com]
Sent: Saturday, August 07, 2010 3:28 PM
To: Info
Subject: Chicagoland 2040

Aug 7, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Miss Sandra Couch
2903 Bartlett Ct Unit 201
Naperville, IL 60564-4694

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Ron Kendall [bob_tail_scout@yahoo.com]
Sent: Saturday, August 07, 2010 5:28 PM
To: Info
Subject: Chicagoland 2040

Aug 7, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Ron Kendall
553 Locust St Apt 1
1
Elgin, IL 60123-0804

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Karen Enzie-Craig [sailgirl98@gmail.com]
Sent: Tuesday, August 03, 2010 3:43 PM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Investing in Public transportation and clean energy is probably a much better choice for our tax dollars !

I strongly support the plans calls to enact better planning and conservation measures to ensure a clean, reliable water supply, and to add 150,000 acres of protected open space. I support the call for a greater commitment to public transit - a commitment we could better fulfill if we don't spend $3 billion or more on the Route 53 extension.

Thank your for your efforts, and for considering my comments.

Sincerely,

Karen Enzie-Craig
622 Park Ave
Winthrop Harbor, IL 60096-1358

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Kelly Kulauzovic [k.kulauzovic@gmail.com]
Sent: Tuesday, August 03, 2010 1:07 PM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Kelly Kulauzovic
1356 Prairie View Pkwy
Cary, IL 60013-2622

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Joseph Torres [torres.joseph3@gmail.com]
Sent: Tuesday, August 03, 2010 12:07 PM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Joseph Torres
41 N Orchard Ave
Waukegan, IL 60085-4658

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Karla Cook [il_cookies@hotmail.com]
Sent: Tuesday, August 03, 2010 2:07 PM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mrs. Karla Cook
18836 W Circle Ct
Grayslake, IL 60030-2101

From: Sierra Club Membership Services [membership.services@sierraclub.org] on behalf of Roger Hannah [r1il@sbcglobal.net]
Sent: Tuesday, August 03, 2010 11:37 AM
To: Info
Subject: Chicagoland 2040

Aug 3, 2010

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

Thank you for your work on the Draft 2040 plan for our region. If we don't do a better job planning in the future, our region will continue to sprawl, consume more energy, farmland and natural areas, and be dirtier, less healthy, and less prosperous.

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Thank your for your efforts, and for considering my comments.

Sincerely,

Mr. Roger Hannah
268 W Country Walk Dr
Round Lake Beach, IL 60073-4009

CMAP Goto2040 Draft Plan Document
A review from the Chicago Department of Zoning and Land-Use Planning (DZP)

The CMAP Goto2040 document is divided in to 5 Chapters with subheadings as listed below:

Livable Communities
Achieve Greater Livability through Land Use and Housing
Manage and Conserve Water and Energy Resources
Expand and Improve Parks and Open Space
Promote Sustainable Food

Regional Mobility
Invest Strategically in Transportation
Increase Commitment to Public Transit
Create a More Efficient Freight Network

Human Capital
Improve Education and Workforce Development
Support Economic Innovation

Efficient Governance
Reform State and Local Tax Policy
Improve Access to Information
Pursue Coordinated Investment

Context and Best Practices
How each level of government can help

Overall DZP response to 2040 Plan

Relative to the work of our Department, the first two chapters are the most relevant. The 2040 Plan generally supports redevelopment and infill development within established communities and favors development close to transit networks and discourages development on "greenfield" sites. Given that, developments within Chicago meet the principles of the Plan.

CMAP"s inclusion of a chapter on sustainable local food is timely and important. DZP was pleased to co-manage and co-author, with the Chicago Food Policy Council, the *Food Systems Report for the Chicago Metropolitan Region.* Numerous meetings were held with a range of interest groups including the Cook County Farm Bureau, local urban agriculture advocates and school food purchasers. The report had 21 recommendations for addressing the food system. That report was then edited and published on CMAP"s website as the GO TO 2040 Food Systems Strategy Report (Food Report). Footnote 1 of *Chapter 4 – Promote Sustainable Local Food* of GO TO 2040, acknowledges that the chapter was informed by the Food Report. Unfortunately, after reviewing Chapter 4, DZP finds that it misrepresents the supply side of the local food issue by overemphasizing urban agriculture and uses the term "food desert" as if it were an official measurement term, which the City finds problematic. Extensive comments on Chapter 4, which have also been reviewed by the City of Chicago departments of Community

Development and Family and Support Services, are provided below and a markup of the Chapter 4 PDF is attached.

Livable Communities Chapter

Achieve Greater Livability through Land Use and Housing
As it relates to our City, this section is mostly a simplified restatement of issues that are already addressed within Chicago Plan Commission adopted plans (most notably, the Transit Friendly Development Guide, The Chicago Central Area Plan and Central Area Action Plan (which outlines a regional plan for transit improvements and ties intense uses to the transit system), Putting Green in Urban Design (which encourages sustainable development and better on-site water management) and the Eat Local Live Health Plan (which supports urban farming and local food markets). The Chicago Climate Action Plan also sets some very specific benchmarks for City agencies, very much in the spirit of this chapter. CMAP"s paramount concerns are reducing the rate of sprawl out on the edges of the Chicago region (well beyond our municipal boundaries), encouraging the development of affordable housing in affluent suburbs and making a stronger link between development and transit access. CMAP recommends that the distribution of UWP funds, RTA community planning funds and IDOT statewide planning funds be coordinated. To encourage the development of more plans in the region, CMAP would like to make the award of „implementation" funds contingent on having a plan in place. All of these recommendations are favorable to our City.

In terms of how this might affect our work plan going forward, the development of a redevelopment strategy tied to our bus network and more detailed plans about development around METRA and CTA stations would supplement our existing planning documents.

On pages 55-56, the Plan states that…"Many elements of livability can be supported through planning for land use and housing, including: walkability and support for transit; a range of housing options; environmental protection; a focus on reinvestment; denser, mixed-use development; design and aesthetics; and the context or "fit" of development with the local community."

The City of Chicago supports the further promotion of livable communities. The City itself promotes compact development near transit nodes with affordable housing as a key component through our Affordable Requirements Ordinance and environmental protection through the Stormwater Ordinance and many green requirements in our larger projects such as LEED Certification and Green Roofs through our Sustainable Development Policy.

Expand and Improve Parks and Open Space
We support the recommendations for additional state and federal funding for park acquisition.

Page 114, last paragraph, the sentence that reads, "The City of Chicago uses instead a long-term goal of four acres per 1,000 . . . . " This is incorrect. The Chicago"s *CitySpace Plan* states that "By 2020, the entire city will have five acres of public open space per 1,000 residents."

Promote Sustainable Local Food

Urban Agriculture and Farmland Protection

Urban agriculture (which DZP would define as growing food in cities as opposed to unincorporated areas) is an important community development tool and quality of life enhancement. However, the region‟s farmland is where the vast potential exists for actually growing food. As noted on pages 137 and 138 of Chapter 4, only 8% of the region‟s farms produced food for human consumption, which translates to about 5,600 acres or only 0.72% of the region‟s farmland. Farmland preservation without a transition to growing food for consumption will not increase the local food supply. Yet, converting the farmland of northeastern Illinois to food production is far less expensive and would yield far more food, than urban agriculture in the cities.

On page 141 of Chapter 4 there is discussion of urban agriculture with a recommendation to streamline and simplify the process of acquiring and converting vacant land for food production. This is followed by a note that soil condition is a major concern but that there are alternatives to remediation like capping and growing in raised beds. DZP is finalizing recommendations for both urban agriculture zoning and protocols for using City-owned vacant land for food production. Urban agriculture requires larger lot sizes than a community garden which means most of the land being considered was formerly commercial or industrial. In addition, this land has often been vacant for 10 – 20 years and may have experienced illegal dumping. DZP is currently involved in 10 sites (with an average size of ½ to 1 acre) across the City for urban agriculture. Soil tests undertaken for growing in ground are not adequate. Environmental investigations begin with a $50,000 commitment. DZP estimates another $50,000 to $100,000 to prepare the site for food growing (capping with clay, fencing, water source).

With this as background the Food Report proposed seven recommendations to begin to address the supply side of local food production. Since 7 recommendations are more detail than required for the CMAP 2040 Plan, DZP recommends substituting the first bulleted recommendation on page 133 with:

> Facilitating sustainable local food production by continuing and improving the existing commodity production and distribution systems while diversifying the overall system to include more local specialty crop and livestock production, including organics; and increase the profitability of all kinds of farms and urban agricultural enterprises.

The first paragraph under "Facilitate Sustainable Local Food Production: on pages 141-142 of Chapter 4, should address the issue of farmland preservation and transitioning from commodity crops to food production rather than promoting urban agriculture and converting land already preserved as open space for recreation and natural resource protection resources.

In addition, that paragraph refers to simplifying and streamlining processes to convert vacant land and rooftops into agriculture. As noted above, it is much more expensive to grow quantities of food in cities compared to growing food on farmland, It should also be noted that all developments, even urban agriculture sites, will be treated equally and will be subject to the municipal codes that govern those types of uses (i.e., the zoning code, public health code, etc.). Additional markups are provided the attached PDF of Chapter 4.

Food Deserts

In the Food Report, the term "Food Desert" appears only twice, once when quoting a newspaper article and another in referencing other work. DZP and the City of Chicago Department of Community Development do not use the term food desert primarily because it oversimplifies the issue and stigmatizes communities. In the 2008, "Report of the Northeastern Illinois Community Food Security Assessment," prepared Chicago State University and the University of Illinois-Chicago School of Public Health, the researchers also refrain from using the phrase „food desert." They noted, "Grocery stores are constantly opening and closing, so the patterns constantly change. In addition, since consumers utilize many different kinds of stores and since stores within a particular store type differ greatly, maps showing access to one particular type of store may overlook a concentration of other store types." (pg 33) That report used the term "areas of low food access."

We recommend replacing the term food desert throughout the report. Chapter 4 uses the term "access to fresh, nutritious, and affordable foods." That term, or the shorter "fresh food access" is preferred.

Page 143 of Chapter 4 contains background on the Pennsylvania Food Financing Initiative and the un-funded and inadequate $10M Illinois Fresh Food Fund in one paragraph and Gingko Organic Gardens, a small community garden, as an example of urban agriculture in another.

The City of Chicago regularly provides Tax Increment Financing (TIF) financing and New Market Tax Credits to eligible grocery stores to help improve access to fresh food and spur economic development. Two recent examples of such City assistance include a new full-service Aldi grocery store proposed for 115th and Michigan in Roseland that will provide 20 jobs and a new state-of-the-art Jewel store at Marshfield Plaza at 119th/Marshfield, bring a grocery store to an area that had not had a full service store for years. It also brought 106 jobs to the area. The City also provides assistance through land write-downs. Chicago is providing a $5.5 M in assistance by selling city-owned land, appraised for $6.5M, for $1M to Pete's Fresh Market, a new 55,170 sq. ft. full service grocery store with an additional 11,271 sq. ft. of retail space on Chicago"s west side which will provide 120 full-time and 30 part-time jobs.

Regional Mobility Chapter

Invest Strategically in Transportation

This chapter devotes a number of pages in discussing the inequities of transportation funding and the general funding bias towards road and highway projects and against transit projects. All of this is well known among the affected city agencies and departments. The document supports greater funding levels for transit, stronger links between transit development and land use, and better interagency coordination.

Increase Commitment to Public Transit

The Central Area Action Plan, developed in close association with CDOT and the CTA, outlines a strategy to improve the region"s transit network with a realistic understanding of the costs and staging for individual items. Not only does it include improvements within the CBD, but also prioritizes rail extensions on both CTA and METRA lines. Part of the CMAP document merely catalogs projects which various Chicago-area municipalities have suggested without any

prioritization (with a great emphasis on roadway improvements), so it‟s not a particularly useful strategy tool and rather seems to support the preference for roads over transit rather than offer solutions to correct the disparity.

Create a More Efficient Freight Network

In regards to the freight network, CREATE is a thoroughly developed plan for improvements to railroad facilities throughout the region relying primarily on contributions from the impacted railroad companies and federal sources and CDOT actively participates in the continued development and implementation of this plan. Freight also travels by road, so care in road improvements is also supported.

CDOT will have some more specific comments on this section. For our department, we need to continue to work closely with CDOT and CTA to ensure that land around new transportation facilities is developed in an optimal manner.

Illinois Department of Transportation
Office of Planning and Programming
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 6, 2010

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: Go to 2040

Dear Randy:

Thank you for the opportunity to review and comment on CMAP's Go to 2040 Comprehensive Regional Plan. The work performed by CMAP staff in the development of this plan is to be commended. The plan does an excellent job of highlighting the challenges facing northeastern Illinois and presenting innovative ways of addressing those challenges.

This department looks forward to continuing its partnership with CMAP as the region proceeds with implementation of this plan. One example where this agency is already consistent with the plan is in Section 5 which recommends "Transportation implementers should prioritize efforts to maintain and modernize the existing system." As you are aware, maintenance of our existing system has been and continues to be this department's number one priority.

In addition, this department also remains concerned about the levels of congestion throughout the state and in the Chicago metropolitan area. As one tool to alleviate congestion, the Plan recommends completion of the operational impact study on the alternatives identified by the Regional Congestion Pricing Study. However, before implementation of congestion pricing can proceed within the region, it is essential that detailed engineering studies be performed.

Again, thank you for this opportunity to comment and congratulations on a fine product.

Sincerely,

Charles J. Ingersoll

Charles J. Ingersoll, P.E.
Director

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GO TO 2040

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Community members need work and access to shopping with reasonable prices

Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please BRING this Regional CTA LINE,

Please PRINT your contact information if you would like to receive CMAP updates:

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HOPE THIS HAPPENS IT WOULD BE WONDERFUL

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Please PRINT your contact information if you would like to receive CMAP updates:

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I am writing to add my support to the Long-range Regional Plan prepared by the Chicago Metropolitan Agency for Planning (CMAP) that includes the extension of the CTA Red line from its current terminal at 95th street to the city limits at 130th street. Final approval of this plan will greatly improve access to mass transit services for under-served communities on Chicago's far south side!! Increased access to transit is critical for residents of these communities. Extending the Red Line will also help improve economic development, stabilize housing, and positively impact the environment.

Thank you

Please PRINT your contact information if you would like to receive CMAP updates:

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Organization/Affiliation: UCAN

Mailing Address (Street, City, Zip): City of Chicago resident

Email:

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Please PRINT your contact information if you would like to receive CMAP updates:

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se PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Organization/Affiliation: (DCP / Lilydale Progressive)

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Phone: —

Organization/Affiliation: Lilydale Progressive

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. By state and federal law, CMAP is responsible for developing *GO TO 2040*, metropolitan Chicago's comprehensive regional plan. In addition to land use and transportation, *GO TO 2040* also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care, and other social services.

Residents may submit comments on the *GO TO 2040* website (www.goto2040.org), by email to info@cmap.illinois.gov, by fax to 312-454-0411 or by postal mail by folding this form in thirds, taping closed, placing a stamp and mailing (see reverse side for full address). For more information or assistance, contact CMAP at 312-454-0400.

Between Friday, June 11 and Friday, August 6, 2010 partners, residents and stakeholders have an opportunity to provide input on the draft *GO TO 2040* comprehensive regional plan for northeastern Illinois. Comments must be received by August 6, 2010 at 5:00 p.m.

I AM WRITING TO ADD MY SUPPORT TO THE LONG-RANGE REGIONAL PLAN PREPARED BY THE CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP) THAT INCLUDES THE EXTENSION OF THE CTA RED LINE FROM ITS CURRENT TERMINAL AT 95TH STREET TO THE CITY -LIMITS AT 130TH STREET FINAL APPROVAL OF THIS PLAN WILL NOT ONLY GREATLY IMPROVE CRITICALLY NEEDED ACCESS TO MASS TRANSIT SERVICE FOR UNDER SERVED COMMUNITIES ON CHICAGO'S FAR SOUTH SIDE, BUT WILL SHORE UP ESSENTIAL ECONOMIC DEVELOPMENT, HELP TO STABILIZE HOUSING AND REDUCE AIR POLLUTION.

Please PRINT your contact information if you would like to receive CMAP updates:

Name: Melba Hunter Phone:

Organization/Affiliation:

Mailing Address (Street, City, Zip): 12114 EMERALD AV 60628

Email:

Chicago Metropolitan Agency for Planning

233 S. Wacker Drive, Suite 800
Chicago, IL 60606

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Please PRINT your contact information if you would like to receive CMAP updates:

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Please PRINT your contact information if you would like to receive CMAP updates:

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