Summary & Responses to Public Comments

GO TO 2040 Draft Plan

DRAFT – August 2010

Chicago Metropolitan Agency for Planning

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Between June 11 and August 6, 2010, the Chicago Metropolitan Agency for Planning (CMAP) conducted an extensive public outreach effort to gain feedback from across the Chicago region regarding the draft *GO TO 2040* comprehensive regional plan. This public comment period gave residents of the region a chance to review the draft plan and provide their final input on its vision and recommendations. The following report summarizes the public comments for each of the plan's 12 Recommendation Sections, documenting the trends that illustrate which issues matter most to people, and providing information about CMAP's response to each comment received.

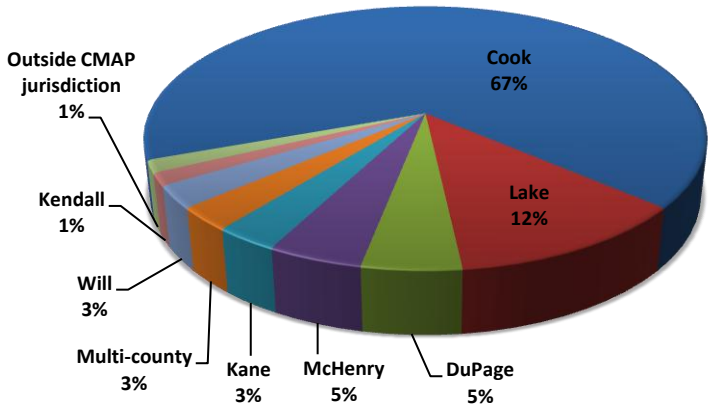
* * *

This 2010 engagement effort is not the first public outreach that CMAP has conducted for *GO TO 2040*. At the outset of the comprehensive planning process, CMAP engaged the public and key stakeholders in forming the Regional Vision, which describes the region's desired future in terms of quality of life, natural environment, social systems, economy, infrastructure, and governance. Additionally, over 35,000 residents of the region shared their priorities during the summer of 2009 at the "Invent the Future" workshops, kiosks, and web tools. These participants' preferences are reflected throughout the *GO TO 2040* draft plan.

During the 2010 public comment period, CMAP received hundreds of emails and letters from interested stakeholders, and throughout the summer, staff held ten open houses across the region to give residents an opportunity to learn about and discuss the plan. To further solicit feedback on the draft plan, CMAP staff met with members of the Board, the MPO Policy Committee, Councils of Government, counties, the Governor's office, various state agencies, and a number of key stakeholders involved in the plan's development. Additionally, CMAP called on nearly 500 organizations to discuss the *GO TO 2040* draft, and these outreach efforts resulted in 150 meetings and dozens of new partners going forward into the plan's implementation.

By the end of the public comment period, CMAP had received over **1,000 comments** from these various outreach methods, submitted by stakeholders from **all seven counties** in the region. Two thirds of all comments were submitted from Cook County, while a small portion of comments were received from parties outside of CMAP's jurisdiction, and still others came from multi-county entities – governments and organizations that serve multiple counties (see *Chart 1* for percentages by county). CMAP received substantive feedback on all 12 Recommendation Sections in *GO TO 2040*, as well as comments that more generally related to each of the plan's four Chapter Themes, and comments about issues – like the arts and health care – outside of the plan's 12 recommendations.

Chart 1: All Comments by County



In a few cases, a particular issue area or major capital project galvanized a concerned constituency to initiate an advocacy campaign, which resulted in hundreds of form letter responses (see *Table 1* for the issues that received the largest numbers of form letter comments). These standardized responses are integral to the overall comment reporting. However, since these large numbers distort the percentage breakdown of comments by recommendation, and also inflate the proportion of comments submitted by individuals when compared to other types of implementers, analyses excluding the form letters were also conducted.

Table 1: Form Letter Comments

Constituency	Issue/Project of Concern	Number of Standardized Comments
Sierra Club, Illinois Membership	Oppose IL Route 53 North	168
Arts Alliance Illinois affiliates	Advocate for arts & culture issues	228
Greater Roseland Area residents	Support the CTA Red Line Extension	301

For instance, nearly eighty percent of all comments received came from individuals, but when public input is examined without the form letters, individuals' input comes to thirty-nine percent. While not discounting the importance of this standardized feedback, the exclusion of form letters allows the proportion of comments from other types of implementers (like nonprofit organizations and municipalities) to more accurately reflect the results of CMAP's outreach efforts. For comparative reference, *Chart 2* displays the comment breakdown by recommendation including form letters, and *Chart 3* – which is used throughout the rest of this report – shows the breakdown without form letters.

Overall, the public comments reveal robust interest in every area of *GO TO 2040*, with the largest number of comments submitted about major capital projects (fifteen percent). *Chart 4* shows the distribution of comments regarding capital projects on both the fiscally constrained and unconstrained lists.

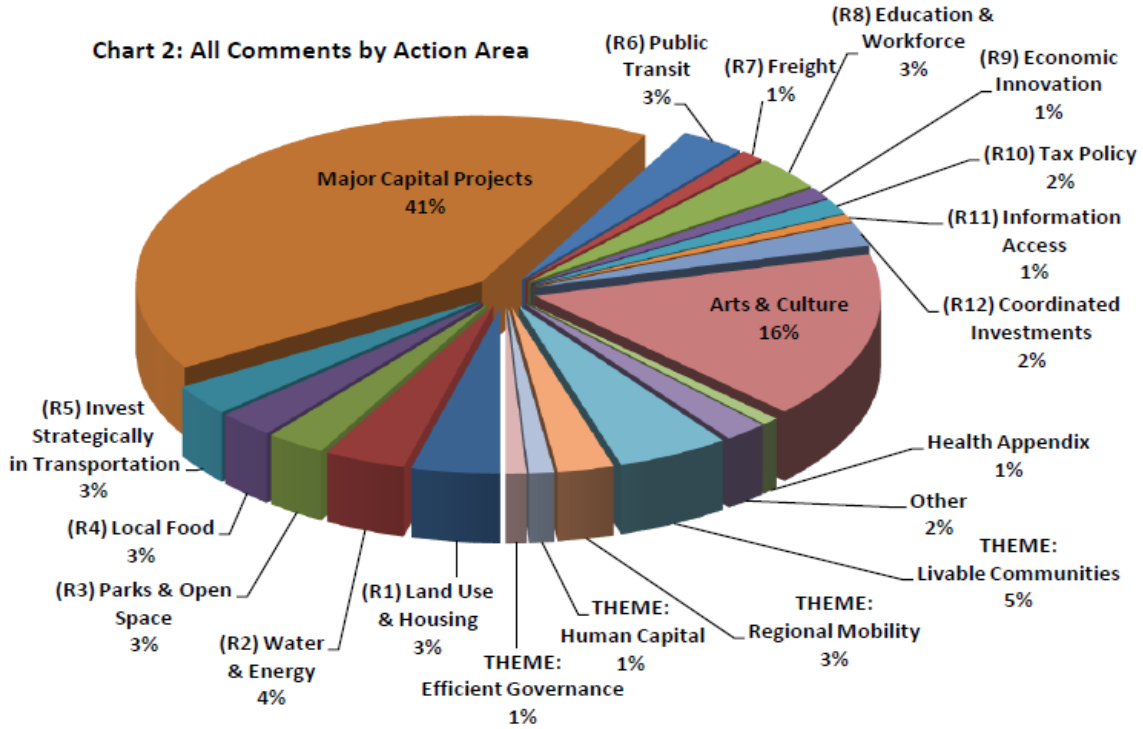


Chart 3: All Comments by Action Area
(*Adjusted to exclude form letters*)

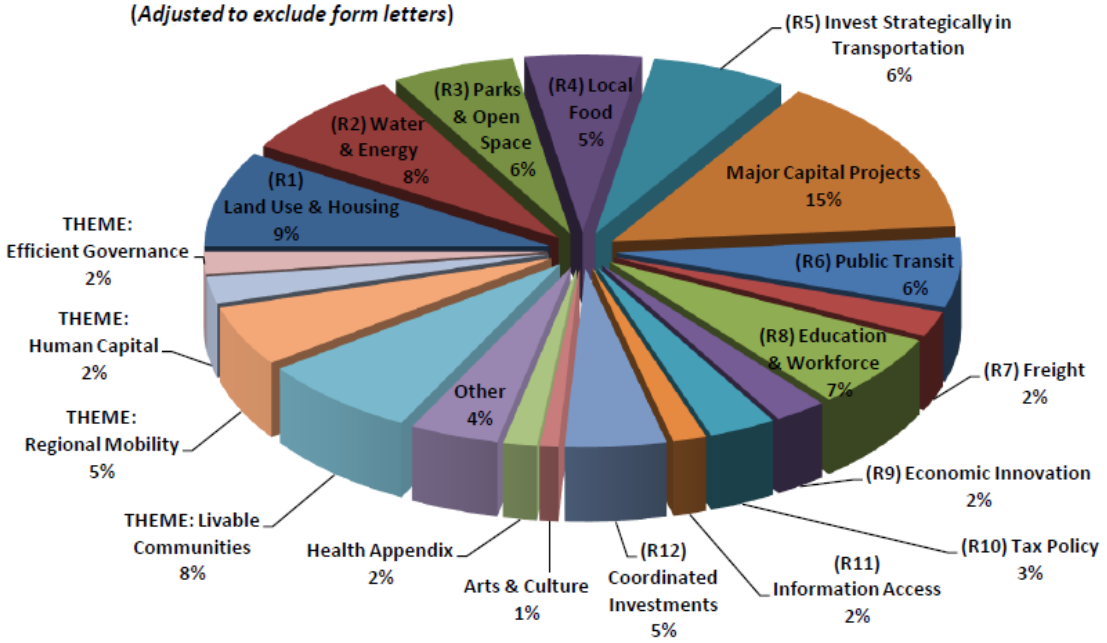
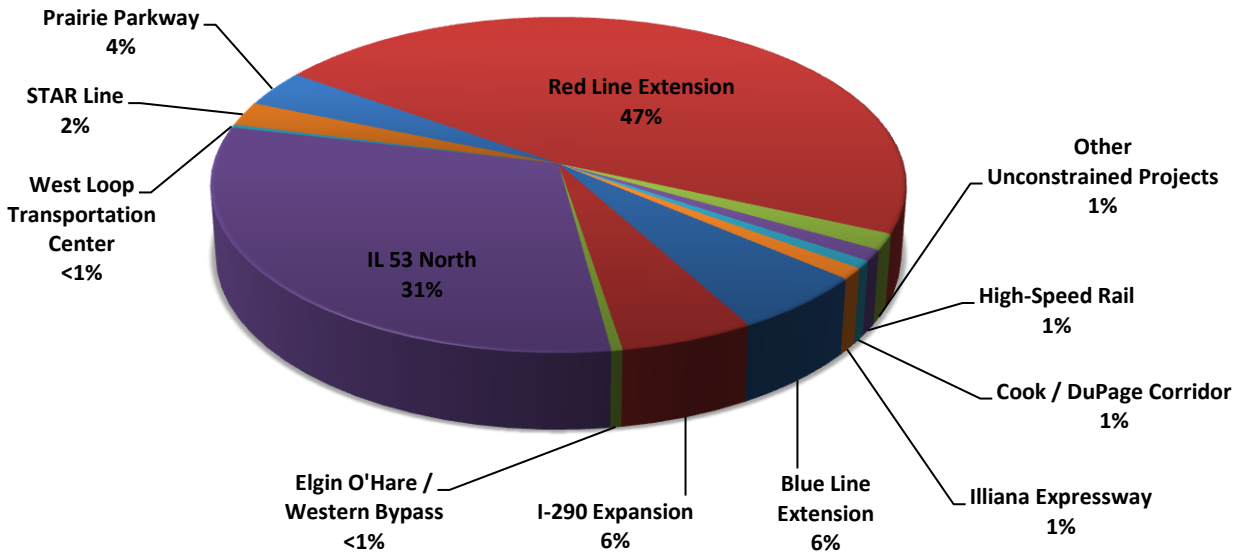


Chart 4: Major Capital Project Comments (*including form letters)*



Beyond capital projects, the public stakeholders were highly concerned with issues of coordination, not only of governmental services but also for other planning and policy issues. Comments demonstrated a desire for aligning educational programs with workforce needs, as well as linking housing and land use patterns with transit services. In general, the theme of Livable Communities strongly resonated with the public, with issues as varied as water and energy retrofitting and local food production garnering a great deal of attention from a variety of implementers.

At almost all of the open houses, participants noted the broad scope of the plan and were impressed with the programs and policies discussed. Some common points from the open houses include:

- **Economic development and jobs.** The Education and Workforce Development recommendations of *GO TO 2040* received very strong support, with the hopes that efforts in this arena can strengthen and sustain the region's economy.
- **Transportation access.** The connection between the region's residents and jobs is crucial and should be addressed across the region. Support for better access to jobs through increased transit and reduced congestion was at the heart of many comments received.
- **Coordination.** A desire for increased coordination of government and greater transparency of data were woven throughout feedback.
- **Implementation.** Feedback from residents included many questions as to how *GO TO 2040* will be implemented. As suggestions, many noted the importance of private sector involvement and the availability of incentives.

Generally speaking, comments have been very supportive of the plan. A more thorough summary by plan recommendation and the staff response is attached to this summary. Staff is recommending no major policy changes to the *GO TO 2040* plan, but there are a number of minor changes based on the public comments as well as clarifications of the plan's recommendations, detailed in the attached summaries. The summaries reflect the comments that we received and the staff recommendation of proposed changes to the plan. The open house comments that pertained to that recommendation were summarized for consistency reasons. A full compilation of public comments is available at:
http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf

It is important to note that following the pending adoption of *GO TO 2040* in October, staff will respond to all of the comments we have received.

Chapter: Livable Communities

Recommendation: #1 – Achieve Greater Livability Through Land Use and Housing

Public comments concerning the Land Use and Housing section of *GO TO 2040* are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

Comments are attributed to the organization that made them; in addition, some comments were suggested in stakeholder meetings or open houses, and some were initiated by staff. Comments from individuals are attributed to "resident" without specifying the individual's name.

A full compilation of public comments is available at:
http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Percentage of All Public Comments	4%
Percentage of All Comments, *Excluding Form Letters*	9%

Public Comment	CMAP Staff Response
• Bicycle and pedestrian travel needs more attention in the plan. (Chicago Department of Transportation [CDOT], residents)	*Several sentences on walking and bicycling were added – including describing its importance as a lower-cost transportation alternative (Benefits, Household and Public Costs), its role in livable communities (Recommendations), being supported by planning grants that link land use and transportation (Recommendations, Funding and Financial Incentives), and its role in supporting transit. (Recommendations, Link Transit, Housing, and Land Use)*
• Address the links between demographic change and planning for land use and transportation. (stakeholder meetings, resident) • Add more language concerning social, human, and health services, and the aging of the population. (resident)	*The importance of "aging in place" because of demographic change has been reinforced. (Benefits, Quality of Life) Health care and social services are not the focus of specific recommendations in the plan; it focuses on environmental determinants of health.*
• Replace "single-use" with "solely residential" to use less jargon. (Metropolitan Planning Council [MPC])	*This wording change has been made. (Current Conditions)*
• Discuss role of private sector in producing housing. (MPC)	*Language to this effect has been added (Current Conditions).*
• Add more detail and data on jobs-housing mismatch, demographic projections, and others. Include more data from jobs-housing snapshot. (MPC)	*A reference to the Jobs Housing Balance Snapshot has been added. (Current Conditions)*
• Planning for housing should also include planning for supportive land use nearby. (DuPage Mayors and Managers Conference [DMMC], MPC)	*Language to this effect has been added. (Recommendations)*

• Comprehensive plans are important documents and the process of developing them can encourage greater regional thinking by local government. The development process of the plan is important. (Kane County)	*Language to this effect has been added. (Recommendations)*
• Use regional, not city-based, examples of livable communities grant programs. (DuPage County)	*The cited programs actually are regional, but this was not clear from the text. Additional clarification was added. (Recommendations, Funding and Financing)*
• Further emphasize bringing technical assistance providers together to coordinate efforts to implement plan. (MPC)	*This has been emphasized by rearranging some text and adding some new language. (Recommendations, Technical Assistance)*
• Mention broadening comprehensive planning to include health, arts, and others issues. (Arts Alliance Illinois, Chicago Department of Public Health)	*This is emphasized both here (Recommendations, Technical Assistance) and in the Challenges and Opportunities chapter.*
• Fair housing should be discussed in this chapter. (Diversity Inc; residents)	*These items were added among the technical assistance that could be provided concerning housing. (Recommendations, Technical Assistance)*
• Employer assisted housing should be discussed in this chapter. (MPC)	
• Be more explicit about need to build capacity at interjurisdictional housing groups, and why this is important. (MPC)	*Language to this effect has been added. (Recommendations, Intergovernmental Collaboration)*
• Add Counties as key implementers in additional sections related to land use regulations. (Kane County, Will County)	*This addition has been made. (Implementation Action Areas #1, #2, and #4)*
• Provide a better description of the Land Resource Management Act and its importance in enabling County planning. (Kane County)	*Several additional sentences were added. (Costs and Financing, Financing of Local Planning)*
• All local governments should be required to address Vehicle Miles Traveled reduction in their comp plans. (stakeholder meeting)	*No change made. We can encourage this (among many other goals) but do not think it is appropriate to require it.*
• Coordinating the livable communities grant program with the Regional Transportation Authority (RTA) is important; Metra should be involved in projects near train stations. (Metra)	*No change made. Coordination with RTA is already addressed and all studies should involve appropriate agencies.*
• The plan supports shifting control and funding for land use from local to regional entities. (McHenry County)	*No change made. The plan does not shift control for land use. It does create more funding for local planning at the regional level, but this is not local funding.*
• The plan does not have much on affordable housing, fair housing, and foreclosures. (resident)	*No change made. The plan covers housing affordability in some detail. Additional language on fair housing has been added, as described above.*
• Affordable housing is a major issue and should be addressed in the plan. (Habitat for Humanity McHenry County, McGaw YMCA, Interfaith Housing Center of the Northern Suburbs)	
• Note that NIPC/CMAP model ordinances have been useful and important. (Environmental Defenders of McHenry County)	*No change made. Model ordinances are already recommended as a useful tool for implementers.*
• When supportive land use is required for transit, this should include having plans that can be put in place if new transit service is extended. (Will	*No change made. This is the intent of that recommendation.*

County Governmental League [WCGL], Manhattan*)*	
• Local governments don't need a lecture on why planning is important. (WCGL)	*No change made. Planning is an important local responsibility, and the plan seeks to emphasize that.*
• The plan's approach to land use and housing is appropriate. (stakeholder meetings)	*No change made.*
• Reinvestment in older communities is linked to redevelopment cost, which are often higher in older communities not built to modern standards. Explore the implications of the reinvestment focus to make sure all communities can participate. (DMMC)	*No change made. Reinvestment in older communities is a challenge. Because of this, a major focus of the plan is on improving existing infrastructure instead of major new facilities. The plan recommends that older communities update ordinances and codes to support reinvestment.*
• Strengthen the language about local governments being responsible for land use and zoning. (Will County)	*No change made. This is already emphasized in several places in the chapter, so no additions are necessary.*
• Focusing entirely on devoting resources to existing communities would limit development. (Lake County)	*No change made. The plan recognizes that not all new development will occur in existing communities, but does seek to encourage reinvestment where possible.*
• Partially built subdivisions may never be completed and should be used for something productive. (Center for Neighborhood Technology [CNT])	*No change made. This may be an element of technical assistance provided after the plan is complete; the plan does not go into this level of detail.*
• Other states assign fair share affordable housing targets to require municipalities to provide them. CMAP could do this in the region under its enabling legislation. (CNT)	*No change made. The plan's approach to addressing housing in our region is to work directly with local governments in a supportive way.*
• Mention CNT's Transit Oriented Development (TOD) database when discussing new TODs. (CNT)	*No change made. The plan does not specify data sources, but CNT's database will likely be useful as implementation begins.*
• Local governments should package strong and weak TODs together to improve the chances of the weak ones being built. (CNT)	*No change made. This idea warrants further study but is not fully developed enough to be recommended in the plan.*
• Provide "equal billing" to housing resources, compared to transportation funding sources for plan implementation. Federal and state housing funds can be used. (MPC)	*No change made. The plan focuses on transportation funding sources because those are programmed through CMAP. It does reference housing funds but goes into less detail. The purpose of combining programs is to create a more efficient program administration.*
• Explain further why combining the existing funding program is recommended. (McHenry County)	
• Add more about economic changes in region and why that requires more affordable housing. (MPC)	*No further change made. Demographic changes are now discussed in this chapter and in the Challenges and Opportunities chapter.*
• Don't just focus on access to transit – there are lots of other important things to access too. Add stats about costs of congestion. (MPC)	*No change made. Linking transit and land use is central to the plan so should be emphasized. Links from transit to other destinations are covered in the Public Transit section. Congestion is discussed in the Transportation Finance section.*
• Add indicator tracking commute reduction or integrating uses to lower congestion. (MPC)	
• The statement about designing communities for a high quality of life is obvious, and what's important is how you get there. (MPC)	*No change made. The purpose of this sentence is to state that a variety of community types in the region are needed.*
• Add criteria for how grants will be prioritized –	*No change made. Criteria will need to be developed for the*

for coordination, making good use of resources, and jobs-housing-transportation. (MPC)	*grant program – these are good ideas, but too specific for the plan.*
• Include more groups in technical assistance for housing box – employers, economic developers, etc. (MPC)	*No change made. These tables focus on lead implementers, including CMAP and other technical assistance providers. These other groups are important but don't need to lead implementation.*
• Discuss context sensitive solutions and conservation design. (Openlands)	*No change made. These are discussed in other sections of the plan.*
• Some areas already have affordable housing and need to upgrade housing stock. (resident)	*No change made. The language concerning housing is deliberately broad enough to include this.*
• Make sure people displaced from public housing have somewhere to go. (resident)	*No change made. The overall recommendations should lead to more affordable housing, which help to address this.*
• Don't impose uniform solutions on the region. (Evanston)	*No change made. The plan does not recommend a "one size fits all" solution.*
• Leaving land use decisions to local authorities is ridiculous and bizarre. The plan should require inclusionary zoning and a growth boundary. Job and population loss in lower-income areas is going to continue. (resident)	*No change made. The plan does not recommend a growth boundary or mandatory inclusionary zoning. Land use regulation should continue to be a local responsibility.*
• Discuss historic preservation beyond just historic context. (Landmarks Illinois)	*No change made. The section mentions historic context a few times already; the plan supports historic preservation and includes a discussion and some examples in the Context and Best Practices chapter.*
• Discuss urban forestry. (Morton Arboretum)	*No change made. Additions related to urban forestry were made in the Parks and Open Space section.*
• Linking jobs, housing, and transit is very important. (Waukegan Housing Authority, Pillars, Anixter Center, Logan Square Neighborhood Association)	*No change made. The plan discusses this in both this section and the Public Transit section.*
• The plan should focus on improving housing in older existing areas. Pockets of poverty are being created with displaced residents; CMAP should further research this. (resident)	*No change made. Many of the plan's recommendations concerning housing are appropriate for older areas seeking to preserve affordability or create a range of housing options.*

Comments from Open House Meetings

Land use and housing were a focus of discussion at several open houses. The importance of linking land use, housing, and transportation was understood by many residents. Several attendees brought up the issue of "aging in place" which leads to the need to better link transit and affordable housing. The plan's recommendations for technical assistance were a source of discussion, with many attendees interested in how CMAP would implement the plan by working with local governments to provide planning assistance, particularly in today's difficult fiscal times. Several attendees were interested in the plan's housing recommendations, and discussed how the plan's recommendations for a diversity of housing types would be implemented.

These comments were consistent with written comments received, and responses to similar comments can be seen in the matrix above. For a full summary of statements at the open houses (or other comments noted above), please see the compilation of comments at http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Chapter: Livable Communities

Recommendation: #2 – Manage and Conserve Water and Energy Resources

Public comments concerning the Water and Energy Conservation section of *GO TO 2040* are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

Comments are attributed to the organization that made them; in addition, some comments were suggested in stakeholder meetings or open houses, and some were initiated by staff. Comments from individuals are attributed to "resident" without specifying the individual's name.

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Percentage of All Public Comments	3%
Percentage of All Comments, *Excluding Form Letters*	8%

Public Comments	*CMAP Staff Response*
• Reorganize so that energy and water are discussed separately, bringing together at end in nexus section. (Stakeholder meetings, Center for Neighborhood Technology [CNT], Chicago Metropolis 2020 [CM2020] interns) • Structure is difficult to follow. (Alliance for the Great Lakes) • Establish and follow outline to have a consistent order of discussion, make sure headings actually describe the information contained in the section below, make sure recommendations are well-separated from discussions of current conditions and benefits. (CM2020 interns)	*The chapter was reorganized so that water resources management is discussed, then energy, each with separate sections on Benefits, Current Conditions, Indicators and Targets, and Recommendations. A section on the water-energy nexus was added following the energy section. The Implementation Action Areas and Cost and Financing sections were kept as is.*
• In the introduction, there is a suggestion that though economic development will continue, energy and water use should stay the same. To achieve the Chicago Climate Action Plan goals, energy use must decrease substantially. This should be made clearer. (Chicago Department of Environment [CDOE]) • Replace calls for energy "efficiency" or "conservation" with "demand reduction". (Midwest Energy Efficiency Alliance)	*The introduction was rephrased to indicate that the goal is energy and water use reduction. We do wish to avoid implying austerity, which the term "conservation" may connote to some people, but most readers understand and respond to "conservation" better than they do "demand reduction." (Introduction)*
• More mention and context for *Water 2050.* (MPC, Alliance for the Great Lakes, and Upper Des Plaines River Ecosystem Partnership	*CMAP modified the draft to include greater mention and context for Water 2050.*

[UDPREP])	
• Place a sidebar with a diagram and some discussion of green infrastructure early in the chapter. The term 'effective impervious area' is used to signify less impervious area, suggest changing to 'ineffective impervious area.' (Kane County)	*CMAP modified the language to "connected impervious." (Water Benefits, Environmental) However, we felt that green infrastructure was introduced early enough.*
• Discuss flooding and flood control more. (stakeholder meetings)	*More extensive discussion on flooding and flood control was added in Water Current Conditions and in Water Recommendations, Encourage Watershed Planning and Stormwater Retrofits.*
• It is extremely critical to note the source of most of the potential supply on the Fox River is not from existing flow in the river but from increased wastewater plant discharge into the Fox that is coming from municipal systems that are pumping from the shallow and deep aquifers that are being mined. (Alliance for the Great Lakes)	*A footnote was added in the Water Current Conditions section to explain this better.*
• Eliminate reference to 40-45 mgd of water available from Fox River. (staff initiative)	*The State Water Survey has revised its estimates of the amount of water available in the Fox and is expected to do so again, so we have removed reference to a particular quantity available. A significant amount of water is still expected to be available, however. (Water Current Conditions)*
• Note that other systems besides City of Chicago withdraw from Lake Michigan. (staff initiative)	*Change made in Water Current Conditions.*
• Language on green infrastructure is similar to that in the UIC/CMAP/CNT green infrastructure study, with which Metropolitan Water Reclamation District had concerns. (Metropolitan Water Reclamation District [MWRD])	*Language was added to indicate that green infrastructure is meant to supplement detention storage and that flood control measures are needed. (Water Current Conditions)*
• Strengthen discussion of water quality and integrated resources management, relationship between water quality and quantity. (Openlands) • More discussion/diagrams of the hydrologic cycle. (Kane County)	*Discussion of the importance of integrated resource management and the relationship between water quality and quantity was added at various points in the text. While an understanding of hydrology is critical to integrated water resources planning, we felt that discussion of the hydrologic cycle and inclusion of visual aids to help the reader understand it would take momentum away from the discussion.*
• Change graph for water demand targets to reflect 2010 estimates. (staff initiative)	*The water demand forecasts developed for Water 2050 have a base year of 2005, with different forecast values for 2010 based on whether a Less Resource Intensive scenario or instead Current Trends are followed. Since the base year for GO TO 2040 is 2010, we developed a single estimate of 2010 usage for the water demand graph. (Water Indicators and Targets)*
• Eliminate recommendation for ordinance that requires property owners to have appliances inspected for energy efficiency on requesting a building permit or initiating a real estate transfer. Municipalities can help citizens learn about conservation topics, but requiring it is another	*This recommendation is in the CMAP Model Water Conservation Ordinance (2010), and it applies only to water efficiency. We feel it could be broadened to energy efficiency, but that should be done in conjunction with a rebate program. This is a recommendation that municipalities can choose to implement, if they wish, from the menu of options*

matter. (resident) • Requiring water retrofits as a condition of sale of home could add enormous expense to sale of home and inspection costs could be very high. (WCGL, Manhattan, Kane County)	*in the model ordinance. We have changed the discussion introducing the concept to read: "However, because many areas were developed well before national standards for plumbing fixture efficiency went into effect, there is still a need to directly retrofit buildings, or for municipalities to encourage retrofits as part of providing water service or as a condition of a property transaction." Furthermore, while requiring fixture upgrades will impose costs, these costs will be repaid over time through water savings, especially if conservation rates are adopted as recommended. (Water Recommendations, Support Water Use Conservation Efforts)*
• Emphasize shift in perspective to view rainwater as a natural resource. (Openlands)	*We added the sentence, "green infrastructure practices emphasize the importance of rainwater as a natural resource that can replenish aquifers and provide baseflow for streams in addition to being reused for other purposes such as irrigation." (Water Recommendations, Integrate Land Use Policies)*
• Cover the region with watershed plans that promote conservation and reduce point and non-point source pollution. Plan does not cover how watershed planning should be funded or conducted other than by relying on continued use of limited state funding sources. (Lake County Stormwater Management Commission [SMC]) • Add map of impaired waters in region with description of most prevalent impairments with causes and sources. (Lake County SMC)	*A specific goal to develop more watershed plans was added in the Water Recommendations, Encourage Watershed Planning and Stormwater Retrofits section. In that section we recommend that the county stormwater management committees become more involved in watershed planning, potentially with stormwater fee funding. A map of stream biological quality using the IDNR's Biologically Significant Streams data was added in the Water Current Conditions section.*
• The Less Resource Intensive water demand scenario projects 7.24% growth over 45 years, not 36% as implied in text. Map title showing municipal utilities should be changed. (MPC)	*These infelicities were corrected. (Water Recommendations, Optimize Water and Energy Sources)*
• GHG may not be best measure for tracking energy retrofits in buildings; energy consumption should be additional indicator. (CNT)	*The GHG target is not meant to be exclusively as target for retrofits; a note to explain this was added in the text.*
• Note that City of Chicago is allowed to exceed 2009 IECC. (CDOE)	*CMAP made note of this in the plan. (Energy Recommendations, Link Transit Housing and Energy Use)*
• Include revolving funds as means of financing retrofits. (CNT) • Deemphasize PACE because of political problems and issue with Fannie Mae/Freddie Mac (Midwest Energy Efficiency Alliance)	*Revolving funds were added as potential financing tools and a note about the challenges facing PACE was added.(Energy Recommendations, Promote Retrofit Programs)*
• Reference *Climate Action Plan for Nature* to emphasize importance of natural area conservation and restoration. (Openlands)	*CMAP added a reference to the Climate Action Plan for Nature (Energy Recommendations, Foster Sustainable Practices).*
• Need more discussion of renewable energy production: what should be considered when planning for renewable, what incentives should be in place to encourage renewable production? Add an overview on how to address renewable and clean energy (including as economic drivers)	*The focus of this chapter is on energy demand reduction. However, CMAP supports shifting to renewable energy and has added language to this effect in the introduction and in the subsection Energy Recommendations, Foster Sustainable Practices and Renewable Energy Generation. While specific policy changes to encourage renewable energy were not*

(MPC) • CMAP should incorporate an analysis of the benefits and challenges from a change in State of Illinois policy to further encourage renewable, including net metering, feed in tariff, and an Illinois purchase provision in the solar ramp up and those would support the overall goals of the Chicago region. (CDOE) • Improvements to the grid need to be made to support renewable energy (smart grid) (CNT, CDOE) • Renewable energy generation must be regionally interconnected, making use of smart grid. (Naperville for Clean Energy and Conservation) • Production of alternative energies close to home should be top priority. (resident)	*recommended, we note that "the state, utilities, researchers, policy advocates, CMAP, and others should continue to push toward using renewable sources for a significant fraction of our energy needs, which may involve policy changes, new technology investments, and other measures," including investments in smart grid technologies.*
• Add language noting that energy efficiency through technology is important, but improved O&M and individual behavior change. (CNT) • Emphasize energy conservation through behavior change encouraged by public education initiatives. (Chicago Cultural Alliance [CCA]) • Need more extensive public education campaigns. (Naperville for Clean Energy and Conservation) • Education on water use reduction should also be a priority. (Lake County Chamber of Commerce) • Include implementation strategy for funding and expanding education programming. (Openlands)	*We placed additional emphasis on individual actions encouraged by public education as a strategy to conserve energy in the Energy Recommendations, Foster Sustainable Practices and Renewable Energy Generation subsection. The need for education on water efficiency is mentioned in the Cost and Finance section.*
• Discuss additional benefits of urban forestry programs (i.e., natural resources and green space for urban residents, stormwater management and water filtration) (Openlands)	*This discussion was added to the Energy Recommendations, Foster Sustainable Practices and Renewable Energy Generation.*
• Include waste/recycling as part of plan with its own indicators and targets. Offhand reference to waste-to-energy should be given better context. (CNT)	*We noted in the introduction that energy and water are our priorities for GO TO 2040. Other important environmental concerns are addressed in strategy papers. The reference to waste-to-energy was meant only as an example; we changed that example to combined heat and power. (Energy Recommendations, Foster Sustainable Practices)*
• Mention energy-water nexus and under-maintained water infrastructure in first paragraph and add more discussion on nexus elsewhere. (Metropolitan Planning Council [MPC]) • Indicate links between water and energy conservation in introduction. (MPC) • Would like to see more emphasis on integrating energy and water efficiency retrofits. (Natural Resources Defense Council [NRDC])	*We added language to this effect in the introduction and at various points throughout the text. The Energy-Water Nexus section was also strengthened.*
• Cost and energy should not be the predominant considerations for controlling emerging	*We eliminated the discussion implying that effluent standards should be driven by cost and energy considerations and the*

contaminants such as pharmaceuticals and personal care products. (Environmental Defenders of McHenry County) • The text erroneously refers to emerging contaminants as being regulated: no federal standards are in place yet for these compounds. (Alliance for the Great Lakes) • Waterless urinals and composting toilets bear no relation to or impact on drinking water treatment. (Alliance for the Great Lakes) • Integrate reduced water use with water quality standards and lower carbon emissions. (Openlands)	*discussion of emerging contaminants. We clarified that using less drinking water simply means that less wastewater is produced, not that water use reduction techniques are alternatives to water treatment standards. The connection between wastewater, energy savings, and greenhouse gas reductions was noted in the Energy-Water Nexus section.*
• Recommend eliminating unavoidable loss factor of 8% from loss calculations by IDNR. (NRDC) • More mention of system inefficiencies. (MPC) • Integrate water efficiency retrofits with energy efficiency in CR3. Mention Combined Sewer Overflow abatement. Disinfection of wastewater issue. (NRDC)	*The recommendation for unavoidable loss now echoes that of Water 2050. We added the sentence, "Encourage annual water audit reports that follow the International Water Association and American Water Works Association standard water balance protocol while eliminating the maximum unavoidable loss allowance. (Implementation Action Area #2) System inefficiencies are noted in various places, particularly in the Water Recommendations, Optimize Water and Energy Sources to Scale of Operation section. The value of integrating water and energy efficiency retrofit programs is mentioned in the Recommendations, Promote Retrofit Programs subsection under energy. CSO abatement is discussed under Water Current Conditions. Wastewater disinfection is not discussed.*
• Add 'counties' to implementers for "Accelerate use of efficient appliances/fixtures through green code adoption" and "Promote rainwater harvesting for non-potable indoor uses."(Will County Governmental League [WCGL])	*CMAP agrees, counties were added as implementers. (Implementation Action Area #2)*
• Land should not be planned or zoned for development without the affirmative identification of a reasonable available water source. (Alliance for the Great Lakes)	*We feel that communities should consider water sources and growth in demand in their comprehensive planning, adding "Encourage communities to indicate available future water supplies for projected population growth in comprehensive plans" to Implementation Action Area #2.*
• Add state as implementer for rainwater harvesting. Add ICC in Implementers box under Pricing. (Alliance for the Great Lakes)	*These changes were made. (Implementation Action Area #2)*
• Modify Implementation Area #4 to add 'implementing water conservation measures' when using SRF for funding. (Alliance for the Great Lakes)	*This change was made. (Implementation Action Area #4)*
• Add water conservation measures to Local Governments as Early Adopters of Sustainable Practices. (Alliance for the Great Lakes)	*No change made. The energy and water discussions were made separate.*
• Add assessment of flood damage on the transportation system. (Lake County SMC)	*No change made. Flooding causes significant damages to transportation systems, but regional dollar figures were not available.*
• Communities dependent on groundwater should	*No change made. We encourage a robust commitment to*

be encouraged to pursue a water management strategy (rather than consider accessing water from the Fox and Kankakee Rivers. (Environmental Defenders of McHenry County)	*demand management, but because of groundwater drawdowns and projected future growth in groundwater-dependent communities, we believe shifting to the Fox and Kankakee Rivers is appropriate.*
• Add language urging the consolidation of water and wastewater utilities or Integrated Water Management. (Alliance for the Great Lakes)	*No change made. Although this may be important, our focus was intentionally on water utilities in this section.*
• Include electric vehicle infrastructure. (Naperville for Clean Energy and Conservation)	*No change made. While this is becoming important, our focus is on transit, walking, and biking as alternatives to the automobile and the land use changes needed to support those modes.*
• Include stronger language regarding energy efficiency's economic benefits. (CNT)	*No change made. We believe the discussion of economic benefits is adequate as it is.*
• Include full-cost pricing for electricity as well as for water utilities. (Naperville for Clean Energy and Conservation)	*No change made. This may not be quite the same concept as the recommendation for public water utilities, which was to recover all expenditures associated with providing drinking water. Privately held electric utilities are presumably recovering all the costs they incur. For electricity, then, full-cost pricing would apparently mean determining and charging the full social cost, and we are not sure that can be done presently.*
• Install smart meters. (CCA)	*No change made. ComEd already offers smart metering.*
• Not sure it's fair to assess fees to residents for retrofitting their homes; implies people with lower income will pay more for energy over time because they can't afford upfront cost of retrofit. Also, retrofitting will be most effective if it is managed hand-in-hand with organization that communities trust. (CCA)	*No change made. The Chicago Region Retrofit Ramp-up program, which we reference, details this.*
• More specificity on optimizing water and energy sources. (NRDC)	*No change made. This requires further study, and it is not possible to provide that level of detail in a regional plan.*
• Climate change discussion could be framed by a mitigation target, or if not that, the message that CMAP wants a lower emissions future and communities resilient to the changes in climate should at least be stated strongly. (CDOE)	*No change made. There is a mitigation target in the Indicators and Targets section, but we do not feel we can achieve 80% reduction below 1990 levels by 2050 without federal action.*
• Plan should be more aggressive on targets, shouldn't rely so much on federal action. (resident)	*No change made. CMAP believes that federal action is the only way to achieve aggressive targets.*
• Best way to measure energy use in the amount of GHG in the air – direct measurement. (CM2020 interns) • Didn't see monitoring for GHG. (resident)	*No change made. Atmospheric GHG is dependent on conditions outside region (as opposed to the region's emissions), so a direct measure of the amount of GHG in the air wouldn't be a very good measure of the region's progress.*
• Mention greenhouse gas emissions reductions available through water conservation. (Alliance for the Great Lakes)	*No change made. Although these links are important, GHG from water use simply are not of the same order as building energy use and transportation.*
• Mandate timetable for carbon capture and sequestration for coal-fired plants in NE IL. (Naperville for Clean Energy and Conservation)	*No change made. CMAP does not have authority to implement this. We believe that mandates like this would need to emerge from comprehensive federal legislation.*
• More stringent local regulations to reduce pollution. (Naperville for Clean Energy and	*No change made. CMAP believes that because state and federal governments have a mechanism for regulation and*

Conservation)	*enforcement that they should be largely responsible for regulation.*
• Need to streamline permitting, specifically Joint Application Process. (Fox Waterway Agency)	*No change made. Regulatory streamlining as a concept is discussed in the Coordinated Investment recommendation, although the Joint Application Process is not specifically called out.*
• Disagree with decoupling water utility budgets from municipal general revenue. (City of Evanston) • No need for full cost pricing or for conservation plans as conditions for loans from SRF. (City of Evanston)	*No change made. We believe that if the utility revenue is not separate from general revenue, it is likely that insufficient capital funding may be set aside for water system rehabilitation projects and expansion. Full cost pricing will provide stable revenue streams and will incentivize conservation, which will help to defer or eliminate the need for expansion. We feel that it would be appropriate for the state to attach conservation conditions to the SRF, as that will in the long-run help stretch that limited loan source further.*
• Dedicate more funding for managing Chicago's urban forest. (Openlands) • Support including urban forestry in implementation goals, highlighting how urban trees mitigate heat island, sequester carbon, and reduce pollution. (Openlands) • Many communities look to tree planting as a possible improvement, especially along busy thoroughfares. (CCA)	*No change made. More direct funding may be needed, but this is also addressed in codes/ordinances that specify minimum standards for tree coverage. Urban forestry is addressed in more detail in the Parks and Open Space section.*
• Fully integrate green infrastructure into site planning. (Openlands)	*No change made. The integration of green infrastructure is already addressed in this chapter.*
• Utilize land use tools in developing/implementing regional/local plans, e.g. IDNR BSS, Section 303(d) lists. (Openlands)	*No change made. We feel that the land use and housing section and the recommendations for conservation design adequately indicate the importance of protecting the local environment through land use planning.*
• Include an implementation strategy to update performance standards. Encourage counties and municipalities to adopt ordinances with comparable performance standards (Openlands)	*No change made. Several counties/municipalities are already doing that and IEPA is working on state-wide performance standards.*
• Discuss value of large-scale green infrastructure (open space) and small-scale GI. Emphasize how protecting land is crucial to protecting water. (Openlands)	*No change made. Already addressed in both Open Space and Resource Conservation.*
• Identify funding sources such as IEPA Green Infrastructure Grants and Green Project Reserve. (Openlands)	*No change made. Already addressed in Implementation Actions.*
• Assuming maintenance for stormwater infrastructure might be costly and could exceed fees charged. (WCGL, Manhattan)	*No change made. Proper design of the fee structure can ensure the fee charged matches the costs incurred, and this is already done in some places in Illinois, as referenced in the chapter.*
• Implement *GO TO 2040* recommendations during reviews of wastewater treatment plant expansion requests. (Openlands)	*No change made. The current criteria used by the CMAP Wastewater Committee provide for this.*
• *GO TO 2040* should include and address that watershed plans exist and are excellent guides for future land use. (UDPREP)	*No change made. This is already discussed in the chapter.*

• Adopt water conservation and efficiency objective of Water 2050. Incorporate specific water conservation permit requirements. (UDPREP)	*No change made. This is already done in the chapter.*
• Lake Michigan compact is a binding agreement that governs water use. (UDPREP)	*No change made. The reference is to the Great Lakes-St. Lawrence River Basin Water Resources Compact, which does not apply to IL except for the conservation requirements.*
• Government does not have the right to tell owner that appliance or fixture is 'legal'. (Village of Crete)	*No change made. This recommendation has been successfully implemented by local governments in other parts of the country already, e.g. Santa Cruz and San Diego, CA and DeKalb County, GA. The federal government has done it since the 1992 Energy Policy Act.*
• State to require volumetric rates for all Lake Michigan users. (NRDC)	*No change made. We recommend that municipalities undertake this action.*
• Opportunity for urban farming from green infrastructure. (NRDC)	*No change made. This is noted in the Promote Sustainable Local Foods chapter.*
• Advocate for use of green infrastructure and address permitting and maintenance operations. (NRDC)	*No change made. This is already addressed in the chapter.*
• How will water rates change and where will development need to take place? (MPC) • Need to incorporate total cost of water service. (CNT)	*No change made. The chapter recommends full-cost pricing. Changes to rates will depend on the community, and GO TO 2040 cannot provide this level of detail. We refer the reader to the extensive discussion of full cost pricing and the section "Impact of Land Use Decisions on Water Resources" in Water 2050.*
• Include discussion about efficient agricultural irrigation (CM2020 interns)	*No change made. Irrigation is a minor use sector in comparison to public supplies on which the plan focuses.*
• Convey the serious water shortages our communities could face. (CM2020 interns)	*No change made. We take what we feel is a balanced approach similar to that in Water 2050.*
• Concern about costs associated with adoption of sustainable practices by local governments. (WCGL)	*No change made. Costs and funding are addressed in various parts of the chapter.*
• The plan should directly state the groundwater recharge, improved surface water quality and reduced flooding benefits of using green infrastructure to infiltrate stormwater. (Environmental Defenders of McHenry County)	*No change made. We discuss the advantages of green infrastructure in numerous places, but of the benefits mentioned in the comment, water quality improvements are the best established.*
• Need for additional up to date scientific knowledge, planning and management of the region shallow aquifer systems. (Kane County)	*No change made. We agree that the body of scientific knowledge on water resources in northeastern Illinois needs to be increased, but that is covered in more detail in Water 2050.*
• If stormwater user fees is a desirable method of funding, then an argument will need to be given. (Kane County)	*No change made. This is further discussed in the Finance section.*
• Distribute rain barrels and maximize use of grey water. Auction rain barrels hand-painted by local artists. Employ "natural system" storm water management. (Naperville for Clean Energy and Conservation)	*No change made. Use of "natural" systems is discussed as green infrastructure, while increasing the reuse of grey water is part of the chapter already. Rain barrel programs are important, but they do not have the same priority.*

• Clarify whether both rural and urban communities should consider accessing water from the Fox and Kankakee Rivers. (resident)	*No change made. The discussion in the plan seems adequate.*
• Where does water for farmland irrigation in rural areas come from, could greater use of Des Plaines be encouraged? (resident)	*No change made. The plan does not focus on agricultural lands as they are not a significant water using sector.*
• Provide more discussion of redesign of Chicago Area Waterway System with a view to freight movement and control of Asian carp. (NRDC)	*No change made. This is already discussed (briefly) in freight section.*
• Lack of mention of state's 1985 Land Resource Management Planning Act. (Kane County)	*No change made. This is mentioned in Land Use and Housing chapter.*
• Need to cover recreational and commercial aspects of water or waterway management. Strategy paper should be bigger part of plan. (Fox Waterway Agency)	*No change made. While we agree that this is important, our focus in this chapter was on managing and conserving energy and water resources. Recreational use of waterways is covered in the Improve and Expand Parks and Open Space chapter, while commercial use was covered in Freight.*
• Coal-fired plants in Chicago (Crawford and Fisk) are dirty and contribute to environmental injustice. (Naperville for Clean Energy and Conservation)	*No change made. This is a general comment.*
• Support regional energy efficiency and conservation practices as outlined in Chicago Climate Action Plan (Openlands)	*No change made. This is a general comment.*
• Suggestion of impervious surface fee is an interesting one. (resident)	*No change made. This is a general comment.*
• NRDC developed energy-water calculator for CA – would like to work with CMAP and selected local governments to adapt that calculator for northeastern Illinois region. (NRDC)	*No change made. This is a general comment.*
• Social influence is powerful. Leading communities can bring others up to their standard because of desire to meet social norms. Will CMAP publish all that is happening in region? (CM2020 interns)	*No change made. This is a general comment.*
• Increase of 1.2% in use of electricity for transportation is timid. (Naperville for Clean Energy and Conservation)	*No change made. This is a general comment.*
• The District wishes to be involved in discussions regarding a shift from groundwater to Fox River as it may bring stricter water quality effluent standards for Fox River Water Reclamation District. (MWRD)	*No change made. This is a general comment.*
• Metropolitan Water Reclamation District endorses water conservation and would like to obtain data on water use trends. (MWRD)	*No change made. This is a general comment.*
• Regarding climate change, the plan needs to make an effort to discuss that although "green" efforts are good and should be done, many times those aggressive efforts should not hamper businesses core business activity. Or more critical analysis needs to be done here to point out the	*No change made. The plan section on Economic Innovation discusses the economic opportunities that the green economy presents.*

effect to businesses vis à-vis today's economy. No matter if grants are provided businesses are still affected because grants aren't free they are paid by taxes. Making this philosophical perspective a reality will be hard to accomplish. Vociferous voice for small businesses needs to be at the table. (Abbott Labs)	
• There's a new Lake County Recycling Task Force that plans to boost recycling rates within a decade to 60 percent from the current average of about 38%. (Lake County Chamber of Commerce)	*No change made. This is a general comment.*
• The biggest challenge for H4H is funding and many times they cannot apply for grants because they are not a certified NGO by the feds because they do not have experience in certain repairs. The group mentioned that they want to get more involved in the retro-fit programs and want CMAP to help and would be willing to partner to help implementation. (Habitat for Humanity of McHenry County)	*No change made. This is a general comment.*

Public Comments from Open Houses

Energy and water was a focus of discussion at the open houses in McHenry, northwest and southwest Cook, and Kendall Counties. Many comments had to do with stormwater management, in particular changes needed to stormwater practices to encourage groundwater recharge. Attendees also underlined the importance of water conservation as well as the need to reduce the cost of repairing water infrastructure. Governance issues for water supply and subregional conservation planning were also discussed. Attendees also had questions relating to energy retrofit programs.

These comments were consistent with written comments received, and responses to similar comments can be seen in the matrix above. For a full summary of statements at the open houses (or other comments noted above), please see the compilation of comments at http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Chapter: Livable Communities

Recommendation: #3 – Expand and Improve Parks and Open Space

Public comments concerning the Parks and Open Space section of *GO TO 2040* are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

Comments are attributed to the organization that made them; in addition, some comments were suggested in stakeholder meetings or open houses, and some were initiated by staff. Comments from individuals are attributed to "resident" without specifying the individual's name.

A full compilation of public comments is available at:
http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Percentage of All Public Comments	3%
Percentage of All Comments, *Excluding Form Letters*	6%

Public Comments	*CMAP Staff Response*
• Discuss further the Last Four Miles project along the lakefront and the objective of a completely public and accessible lakefront. (Friends of the Parks [FOTP])	*Under Recommendations, Connections we added: "A fully public and accessible lakefront was part of Burnham's vision for the region, and the Last Four Miles Plan lays out a modernized approach to complete the lakefront park system. Because it calls for lakefill in certain places to construct additional open space, the Last Four Miles Plan would also result in better park accessibility in some of the most underserved areas of the region."*
• Infrastructure related to rivers, lakes, and streams needs to be captured – including recreational, maritime, and commercial uses. Create connected blueways, invest in maintenance of shorelines and buffer zones. (Fox Waterway Agency [FWA})	*We included a new paragraph to emphasize the goal of creating water trails with the discussion of greenways, and make more mention of recreational and commercial use at the end of the Recommendations, Connections section. The land/water connection is discussed more in Recommendation, Preserves.*
• Discuss land/water connection more and include more information about how GIV treats waterways as means of connecting open space areas. (Openlands)	
• Include water trails as connections. (Openlands, Chicago Department of Environment [CDOE])	
• Use planning and design to make waterways a significant feature in communities. (FWA)	
• Place additional emphasis on restoration and management needs. (Openlands, Metropolitan Planning Council [MPC])	*We made several slight changes in the introduction to emphasize maintenance. We placed additional emphasis on management in Implementation Action Area #5. A new paragraph was added to the end of the Recommendations,*
• Must identify sustainable increases in funding for	

maintenance. (CDOE) • In the first paragraph note that many natural areas are unmanaged and fragmented. Make note in second bullet to not just preserve but improve natural areas. In bullet three mention greenways. Mention need to manage open space within the green infrastructure network in implementation action areas. (McHenry County Conservation District [MCCD])	*Preserves section to note that "as with new parks, the establishment of new preserves carries with it the need to manage protected lands appropriately. In some cases land management agencies have been able to acquire or otherwise protect land but have not been able to manage it adequately at a basic level. Funding for major restoration work -- such as the removal of invasive species, disabling field drainage, etc. -- may be in even shorter supply. Thus it is crucial to develop stable sources of funding for restoration and ongoing management of conserved lands, and to make sure that authorizing statutes are not unduly limiting the ability of land management agencies to raise revenue. As with parks, volunteer efforts are an important piece of restoration and management, and volunteer involvement should be encouraged further." We did not provide quantitative recommendations for management funding, but did underline the need to provide adequately for it. In Implementation Action Area #5, we noted that regional partners needed to work to estimate financial needs for restoration in the region, and that funds for management should be considered for inclusion in open space referenda.*
• Stress importance of community involvement in urban open space initiatives. (Openlands) • Add language about how parks build community (MPC)	*We added a new paragraph under Benefits, Quality of Life that does this.*
• Under Parks Recommendations, a sentence 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." (Chicago Department of Zoning and Planning [DZP])	*The CitySpace plan executive summary says "the long-term goal is to raise the city's overall supply of open space from four acres to five acres per 1,000 residents." We used the lower figure and clarified the reference in a footnote.*
• Park access map is confusing. Legend is unreadable and parts of Will County appear blank. (resident)	*We improved the park access map description and increased the size of the legend.*
• Define what is meant by "park access" – is it a pedshed? (CDOE)	*The new map description and footnotes clarify this.*
• Identify economic development opportunities, such as ecotourism, made possible by open space preservation and greenway development. (Openlands) • Promote infill open space redevelopment as economic stimulus for older communities, e.g. riverfronts, brownfields, "think Millennium Park". (CDOE)	*In Recommendations, Parks we added: "The success of Millennium Park in downtown Chicago suggests that well-conceived park developments can have powerful catalytic effects and support nearby real estate development. More broadly, there are many possibilities for gleaning economic development opportunities from parks projects, such as greenway trails that lead bicyclists near historic business districts for shopping and dining opportunities."*
• Explain more clearly that other green spaces may the serve functions of parks and that it is important to look at those for the recreational benefits of parks. (stakeholder meeting)	*Additional discussion of the use of existing open space for community recreation purposes was added at the end of the Recommendations, Parks section.*
• Stress value of private land conservation;	*Emphasized private role more in Recommendations,*

acknowledge that there are similar environmental benefits. Encourage public access to land conserved as open space in conservation subdivisions, linked to trails. (Openlands)	*Preserves and noted that conservation developments, with legal accessibility of the conserved land to the public and connections to offsite trails, should be encouraged by local governments. Importance of public access and trail linkage is also mentioned elsewhere in the chapter.*
• Urban forestry principles should be included in recommended action to refine the GIV further. (Morton Arboretum)	*In Implementation Action Area #1, we added: " Additional emphasis should be placed on already developed areas of the region, including the City of Chicago, and on the potential contributions of urban forestry."*
• Note that GIV needs to be refined to include groundwater recharge potential. (CDOE)	*In Implementation Action Area #1, we added: "Furthermore, groundwater recharge and surface water protection should be included more robustly."*
• Include implementation strategy for management of common areas in conservation subdivisions. (Openlands)	*The importance of ongoing maintenance of conservation subdivision common areas was also noted in Implementation Action Area #3.*
• Use green road designs and protect natural resources in transportation corridors. (Upper Des Plaines Ecosystem Partnership) • IDOT should use its I-LAST manual on road projects. (Illinois Department of Natural Resources [IDNR]) • Use green road designs and protect natural resources in transportation corridors. (Upper Des Plaines Ecosystem Partnership [UDPREP])	*In Implementation Action Area #3 we added, "Furthermore, transportation agencies should use advanced design techniques to protect resources in project corridors, such as those spelled out in the I-LAST (Illinois – Livable and Sustainable Transportation) manual developed by IDOT."*
• Focus wetland mitigation for transportation projects into green infrastructure networks, but mitigate in same watershed. (CDOE)	*This change was made in Implementation Action Area #3.*
• Recommend utilities put ROW into natural land cover. (Openlands)	*Utilities were added as Implementers under Implementation Action Area #5, and the sentence: "utility companies should make additional effort to put right-of-way into natural land cover."*
• Include implementation strategy to increase capacity of land trusts to help acquire additional open space. (Openlands)	*In Implementation Action Area #4, we added, "To help them fulfill their important role in regional conservation, additional technical and administrative capacity needs to be built up at land trusts. This could entail training in real estate instruments, finance, and land management, among other areas."*
• Add state to implementers for restoring open space within GIV and for developing a system to prioritize restoration needs. (IDNR, MCCD)	*We added state (IDNR) and utilities to implementers.*
• Add agricultural preservation districts and counties to list of implementers for implementation area #5, row 3. (MCCD)	*We added counties to implementers.*
• Add conservation districts in implementation action area #3, row 3 relating to mitigation. (MCCD)	*We added forest preserve and conservation districts to implementers.*
• Support state legislation restoring liability protection for landowners who allow public access to their property for outdoor recreation and other purposes. Support passage of federal	*In specifics about Implementation Action Area #4, we added: "In some cases, landowners may wish to provide public access to certain portions of their property for recreation or volunteer restoration work. However, landowners are*

legislation restoring tax incentives for this purpose (Lake County Forest Preserves [LCFP]) • Note that state has program through the Nature Preserve Commission to reduce real estate taxes on qualifying land protected through Commission programs. (IDNR)	*inadequately protected from liability at present. The state should seek to offer liability protection to landowners who wish to allow these uses." We added a footnote to reference the Nature Preserves Commission property tax abatement program.*
• Connection between parks and open space and other community amenities, like access to housing and transportation, should be articulated throughout chapter. Expand description of recreation-oriented spaces to include public spaces like plazas, city centers, streetscapes, gardens, and green roofs that are just as vital to quality of life, the environment, and the regional identity. (MPC)	*A paragraph was added to Benefits, Quality of Life to talk about the community-building that parks can support, and the importance of good design in public spaces.*
• Cook County and Kane County Farm Bureau support concept of farming in forest preserves, but their policy doesn't allow them to support Plan's goal of increased forest preserve holdings until the current holdings are better managed and maintained. Forest preserves need to do better at invasive species removal and restoration. (Cook County and Kane County Farm Bureau) • 150,000 ac of open space acquisition could take away 18.75% of existing farmland base. Also creates potential for competition between publicly funded entities and developers, squeezing out farmers. (Kane County Farm Bureau)	*There is a substantial amount of non-cropland that can still be protected. Even if cropland is acquired by a forest preserve, it is more likely to be farmed after that (through leases) than if it were acquired by a developer. We also noted a benefit of farming in the forest preserves, writing at the end of the Recommendations, Preserves section that "For instance, farming newly preserved open space will tend to limit the spread of noxious weeds relative to leaving it in an unmanaged fallow state. However, the primary long-term goal of the GIV should be seen as the protection and proper management of natural communities."*
• Page 125, Consider purchase of land as an interim link in the green infrastructure network, be careful that this does not conflict with the farmland preservation goals in the Local Food section. Focus on subprime farmland for restoration, e.g. floodplains, nutrient poor, eroded lands. If soy/corn fields are transitioned to food for direct human consumption much less land will need to be in production, thus there are green infrastructure opportunities exist with farmland transition efforts. (CDOE)	*No change made. We feel that this is adequately addressed.*
• Adopt the aggressive vision of 10 ac/1,000 people for park accessibility in less built out suburban or exurban areas to provide open space equity. (Openlands) • Specify a minimum standard of park access (or open space) for each of the seven counties; currently no specification of a minimum of park access. (FOTP) • Connect the acreage of open space to the amount needed for park access to reinforce the	*No change made. The plan already recommends the 10 ac/ 1,000 level of access in less built out areas, with the exception of very low density areas (less than 1,000 people per square mile) Furthermore, park access is most relevant at a scale much smaller than the county. Trying to break the open space targets down by county may imply the forest preserve and conservation districts are to be the only players, whereas we believe public-private partnerships are needed. Also, the important thing in conservation is not so much the jurisdiction, but the priority of the land itself. Conservation-oriented open space should be protected where there are*

idea that focus for new open space should be on places that people can easily access. (MPC)	*important conservation values, but it is important to make as much of that legally accessible to the public as is reasonable. Recreation-oriented open space (parks) should be provided where there is a deficiency of park access.*
• Note that NRPA standards for park accessibility take into account outdoor recreation needs but not habitat requirements. (MCCD)	*No change made. Parks are primarily recreation-oriented rather than conservation-oriented, as noted earlier in the chapter.*
• Note importance of protecting current and future park space in perpetuity. (Openlands)	*No change made. It is important to guard against encroachment or resale of parkland, but some new park land may simply be "shared" or repurposed without being held by a public agency.*
• Add language about requiring an ongoing management and programming plan for any new public space that is built. (MPC)	*No change made. Park districts are already expected to do this.*
• Build public open space into the site plans of all redevelopments, not just larger ones. (MCCD)	*No change made. This may not be feasible in small projects.*
• Provide clear definition of parks and open space. (MPC)	*No change made. We feel that the definitions employed are clear enough.*
• Why aren't Chicago Park District & CDOE lands represented in open space inventory? Calumet, lakefront, etc. (CDOE)	*No change made. They would be under "municipal" lands.*
• Invest in ports, marinas, etc. (FWA)	*No change made. See Freight section.*
• Overall the report needs to make it more explicit why green space is necessary for the region. To help establish Chicago as a leader in the green urban movement? To expand the tourism industry? (Chicago Metropolis 2020 [CM2020] Interns)	*No change made. We believe this is done adequately in the Benefits section.*
• The Village of Old Mill Creek is completely contained within one of the Green Infrastructure Vision Recommended Resource Protection Areas; alter the GIV so that this is not the case. The Village does not want to find that in the future the "regional" vision referenced in the GO TO 2040 Plan is inappropriately applied to local planning. (Village of Old Mill Creek)	*No change made. It does not seem that being completely within a current GIV Resource Protection Area would negatively affect the Village of Old Mill Creek or any other municipality. The decisions to be made on the basis of the GIV are to prioritize areas for conservation investment – land protection and restoration – and to reduce urban infrastructure expansions. We feel that additional refinements to the GIV are necessary before either can happen. After those refinements – about which the Village should be consulted – the Village may or may not be within a Resource Protection Area.*
• Include greenways map and Northeastern Illinois Water Trails Plan map as exhibits in the chapter and the corresponding trails map in the Regional Mobility section.(Openlands)	*No change made. The maps are included by reference and links are provided.*
• Emphasize that land use planning should incorporate state and regional conservation tools, such as Biologically Significant Streams rating system from IDNR, etc. (Openlands)	*No change made. We feel that the land use and housing section and the recommendations for conservation design adequately indicate the importance of protecting the local environment through land use planning.*
• Note that local farms provide recreational and entertainment opportunities that are complementary to open space recreation objectives. (Openlands)	*No change made. The Promote Sustainable Local Foods chapter discusses this.*

• Add biodiversity and climate change goals to greenway planning. (CDOE)	*No change made. Mentioned under Benefits section.*
• Continue to provide technical assistance to local governments to implement conservation design ordinances. (Openlands)	*No change made. This would be part of the technical assistance described in land use and housing section.*
• Include implementation strategies that develop ordinances to protected isolated, jurisdictional, and ephemeral wetlands. (Openlands)	*No change made. One of CMAP's predecessors developed a model ordinance to create a lowland conservancy district, and numerous municipalities have taken advantage of it. Furthermore, the majority of counties have or soon will have ordinances that regulate isolated wetlands, while jurisdictional wetlands are already regulated federally. Presumably most ephemeral wetlands would be included in the definition of isolated wetlands. Nevertheless, additional local protection may be important, and CMAP is committed to working with willing partners to help offer those protections. Ordinances of this sort can be part of ongoing CMAP outreach and technical assistance.*
• Plan should discuss environmental benefits of open space beyond just water. (MPC)	*No change made. We feel that the Benefits section discusses these other benefits.*
• Emphasize having a system of protected land that protects ecosystems. (MPC)	*No change made. We feel that we emphasize this sufficiently.*
• In the inventory of land holdings, give some reference to the total regional area, e.g., What % of the total regional land do land trusts hold? (CDOE)	*No change made. We indicate that about 300,000 acres are protected, but the exact number can be found from the pie chart.*
• Do parks come with any kind of programming? (CM2020 Interns)	*No change made. In the plan we concentrate on the land needed for parks. It is recognized that programming is needed, and this is included in the estimated operating cost.*
• Building parks may cause displacement. It may be fruitful to research the demographics of the neighborhoods affected. Green space could increase property values and cause a shift in the population of certain neighborhoods. (CM2020 Interns)	*No changes made. We are not recommending condemnation of land with occupied structures on it to build parks. It is doubtful that parks can lead to property value increases that are widespread and significant enough to cause residential displacement.*
• Why build connections between preserves and parks? (CM2020 Interns)	*No change made. The idea is to develop a network of open space, not necessarily a connection between, say, a forest preserve and a city park.*
• What are the criteria to be used in making criteria-based investments in parks and open space? Why is this better than otherwise? (CM2020 Interns)	*No change made. This is explained in the chapter, but briefly the criteria are access and priority within the GIV.*
• Don't understand what the Green Infrastructure Vision means – is this land already protected or new suggested areas? Does CMAP have areas where it thinks new open space should be acquired? (Karen Tellef)	*No change made. Figure 23 shows existing protected land. According to Recommendations, Preserves the GIV shows areas "where it is most important to protect undeveloped land, restore degraded ecosystems through increased management, provide buffers for protected natural areas, and provide functional connections between protected natural areas."*
• Golf courses should not be considered open space, as these are a business use, there is no promise of them being kept open, and the public	*No change made. Only golf courses in forest preserves are included.*

cannot use them without purchasing the company's services. (resident)	
• Greenways Plan needs to be corrected to show actual proposed alignment of Lakefront Trail on south end. (FOTP)	*No changes made. Greenways map specifies map is for planning purposes and that trails do not necessarily show actual proposed alignments. Also, the Greenways map has already been printed. CMAP can make sure FOTP's preferred alignment is reflected in the underlying geospatial data.*
• Would like to see more urban trails like the system they have in Indianapolis, IN. It brought the entire community together. (Park District of La Grange)	*No change made. The Recommendations, Connections section includes trail development in urban areas – see 2009 Greenways and Trails plan.*
• The emphasis on conservation design is spot on, although it can be a tough sell to residents. Landowners tend to look only at lot size and determine that density is too high. (resident)	*No change made. This is a general comment.*
• Support planning for preservation of more natural areas, parks, and functional connections using green infrastructure. Support fully connected network of open space. (FOTP, LCFP) • Support goal of 150,000 acres (Openlands), and agree the goal is aggressive. (Lake County Forest Preserve) • Believe conservation will depend on public-private partnerships. (Lake County Forest Preserve) • Goal to acquire 150,000 acres is admirable. Although open space referenda have a high passage rate, hope there are other funding opportunities available to help reach that goal. (resident) • Support improving parks and open space, but there are many calls for increased funding from federal and state government for open space; concerned about how this funding would be generated. (Will County Governmental League [WCGL], Village of Manhattan)	*No change made. This is a general comment.*

Public Comments from Open Houses

Parks and open space were a focus of discussion at the open houses in Kane and Lake Counties. Many comments had to do with the targets recommended for protection, with some asking for more information about how the targets were developed and what they meant, others noting that most new land protection would occur in outer counties, and others concerned that economic recovery would one day cause renewed pressure to convert open space to other uses.

These comments were consistent with written comments received, and responses to similar comments can be seen in the matrix above. For a full summary of statements at the open houses (or other comments noted above), please see the compilation of comments at http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Chapter: Livable Communities

Recommendation: #4 – Promote Sustainable Local Foods

Public comments concerning the Local Food section of *GO TO 2040* are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

Comments are attributed to the organization that made them; in addition, some comments were suggested in stakeholder meetings or open houses, and some were initiated by staff. Comments from individuals are attributed to "resident" without specifying the individual's name.

A full compilation of public comments is available at:
http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Percentage of All Public Comments	3%
Percentage of All Comments, *Excluding Form Letters*	5%

Public Comments	*CMAP Staff Response*
• Some portions of the document are overly critical of conventional agriculture, particularly in their discussions of agricultural subsidies. (Farm Bureaus)	*Modifications were made in several sections to address this, primarily involving removing phrases or sentences that identified agricultural subsidies as a barrier to local food production, or that linked conventional agriculture with negative externalities without any citations. Sections modified include: Introduction; Benefits, Economic; and Current Conditions, Local Food Production; and Implementation Action Area #1.*
• Change definition in introduction to "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." (resident)	*This was partially addressed by including processing and referring to the profitability of agricultural enterprises; the other suggestions add more detail than is necessary in this part of the document. (Introduction)*
• Include food safety in the discussion of food access (Kane County Farm Bureau)	*This wording change was made. (Introduction)*
• Add need to diversify farm economy, not only local food but other things like commodity farming or agritourism. Replace "promoting sustainable local food" with "diversified farm economy." Other agricultural components make up a much larger portion of the region. (resident)	*Several sentences were added to the end of the Introduction to clarify that this section focuses on local foods, but it is understood that this is part of a larger agricultural economy.*
• 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. (Cook County Farm Bureau)	*Revised text to clarify that diet choice "in part" contributes to diseases. (Benefits, Quality of Life)*

• Note that fresh food access is already the subject of some recent federal, state, and local initiatives. (stakeholder meetings)	*Added some references. (Benefits, Quality of Life)*
• Add text: "Existing farmland and urban farms within the CMAP region in conjunction with the rich and productive agricultural soils surrounding the CMAP region are capable of producing each of the foods we eat that will grow outside tropical climates. According to a recently released report by the Leopold Center for Sustainable Agriculture at Iowa State University, 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 continue to serve the region, 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." (resident)	*A reference to the cited report is now included in the discussion, but the level of detail requested here was not fully added. (Benefits, Economic)*
• Remove statistics from text concerning greenhouse gas emissions; this was brought into question by further staff work. (staff initiated)	*This sentence was removed.*
• Include note about water and demand availability. (stakeholder meetings)	*A reference to the importance of water in farming was added. (Benefits, Environmental)*
• Change to this sentence: "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." (Farm Bureaus)	*The competitive advantages noted here were added. (Current Conditions, Local Food Production)*
• Remove reference to conventional farming "problems" and note growing consumer demand for local food. (Farm Bureaus)	*This change was made. (Current Conditions, Local Food Production)*
• Include processing facilities as part of local food production. (Resident)	*This was added to discussions of local food production. (Current Conditions, Local Food Production; Recommendations, Facilitate Sustainable Local Food Production and Processing)*
• Revise definition of food deserts to remove higher-income areas where grocery stores are not desired. (stakeholder meeting)	*The definition was revised. (Current Conditions, Food Access, Indicators and Targets)*
• The food production indicator target should be revisited. It also should clarify that converting	*The food production indicator now includes a discussion of introducing local foods into existing crop rotations, which*

existing farmland to local foods is the major way that local food production can be increased, more so than urban agriculture. (Chicago Department of Zoning, Land Use, and Planning [DZP]; resident)	*should be a voluntary action on the part of farmers. Also, economic value of agricultural products sold directly to individuals was added as an indicator. Neither of these indicators includes a 2040 target, due to lack of data. (Indicators and Targets)*
• More indicators are needed to adequately capture local foods; these include an economic indicator-potential economic value, food choice, and number of farmer's markets. (Openlands, residents)	
• Add information about economic production of "raw" products. (Kane County Farm Bureau)	
• Include implementation strategy for passing legislation that allows counties to bridge funding gap by generating tax revenue for farmland programs. (Openlands)	*Support for state legislation that allows counties to hold referenda for farmland preservation was added. (Recommendations, Facilitate Sustainable Local Food Production and Processing; Implementation Action Area #1)*
• Clarify procurement goals of Illinois Food Farms and Jobs Act. (staff initiated)	*This was clarified. (Recommendations, Facilitate Sustainable Local Food Production and Processing; Implementation Action Area #1)*
• Better link food access policy with transportation (transit and walkability). (Openlands)	*A phrase was added to note that food outlets should be accessible by multiple transportation modes. (Recommendations, Increase Access)*
• Add examples of innovative local fresh food financing initiatives. (stakeholder meetings)	*An example of a program in Chicago was cited. (Recommendations, Increase Access)*
• Include data not just for local food, but for the entire agricultural economy. (Farm Bureaus)	*This was added. (Recommendations, Raise Awareness)*
• Add existing education and training facilities available through extension and Illinois council for Food and Agricultural research. (Farm Bureaus)	*References were added to the University of Illinois Extension Service and the Illinois Council for Food and Agriculture Research as key educational and training resources. (Recommendations, Raise Awareness)*
• Clarify Chicago's actions concerning municipal codes supporting local foods. (City of Chicago)	*This clarification was made. (Recommendations, Raise Awareness)*
• Add counties as implementers of urban agriculture. (McHenry County)	*This was added. (Implementation Action Area #1)*
• Specify that additional local food land would come from conversion of existing agricultural land. Agricultural land within the CMAP and surrounding region should be encouraged and incentivized to grow food for local consumption. (Chicago DZP, resident)	*A discussion of Kane County's program was added. This program seeks to preserve farmland regardless of whether it is used for commodity or local food production, and can be a model for similar activities in other parts of the region. (Implementation Action Area #1)*
• Municipal, 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. (Metropolitan Planning Council [MPC])	*Financial institutions and philanthropic foundations were added to implementation matrix. (Implementation Action Area #2)*
• Add public health organizations to the list of groups involved in hunger assistance programs. (stakeholder meetings)	*This addition was made. (Implementation Action Area #2)*
• Add a recommendation to work with other nearby MPOs to coordinate local food approaches. (stakeholder meetings)	*This was added. (Implementation Action Area #3)*
• Add more education components to the information	*Community colleges were added as implementers, as were*

sharing implementation action. (resident)	*businesses and restaurants. (Implementation Action Area #3)*
• Put in restaurant/businesses role for local food. Stronger connection between businesses and local food. (Metropolis 2020 Interns, resident)	
• Add counties as implementers of technical assistance concerning local foods. (McHenry County)	*This was added. (Implementation Action Area #3)*
• Incorporate local foods into economic development plans. (resident)	*This was added as one of the types of technical assistance that could be provided. (Implementation Action Area #3)*
• Local food is outside the scope of CMAP's mission. (Will County Governmental League, resident.)	*No change made. Most commenters supported the inclusion of local food in the plan.*
• Changes to this sentence: "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." (Kane County Farm Bureau)	*No change made. This language is added later in the section, but does not need to be in the introduction. The point of the sentence is to explain why local food is a relevant topic to include in the plan.*
• Clarify data about number of farms. What were the calculations based on? What does it include? (Kane County Farm Bureau)	*No change made. The data is from the Census of Agriculture.*
• Do not use the word "sustainability" throughout the chapter. For example take out "Sustainable local food" and replace with "Healthy and Nutritious Food." (Farm Bureaus)	*No change made. Sustainability is adequately defined in the Introduction to this chapter.*
• Remove sentence: "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." 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. (Cook County Farm Bureau)	*No further change made. Many of the elements listed (market, geography, climate, etc) were added (Current Conditions, Local food Production). However, government policies do play a role as well, so staff does not agree with removing all references to that.*
• Farmland in general has some benefits like wildlife habitat stream buffers, groundwater protection and aquifer recharge areas. (Kane County Farm Bureau; Cook County Farm Bureau)	*No change made. Some of the environmental benefits of farmland are discussed in the Open Space section.*
• Explicitly state healthier foods are more expensive in the finance section and that this is a barrier for low income people (MPC).	*No change made. This is referred to in the document already.*
• Include business and legal practices as part of the education that is needed for local food farmers. (resident)	*No change made. This is among the training and assistance that is possible but does not need to be specifically identified.*
• Include information about Hazard Analysis Critical Control Point (HACCP) as a food safety tool. (resident)	*No change made. This is too detailed for inclusion in the long-range plan.*
• The relationship between the "distance to the nearest grocer" to cancer and other diseases is	*No change made. The plan adequately covers this topic.*

referenced. While it is assumed that these correlations occur when the distance is greater, it might help to explicitly state this. (resident)	
• 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. Make the distinction between actual food production and what is mostly grown in Illinois. (resident)	*No change made. This is already defined in the first page of this chapter.*
• Make it clearer that the farmland preservation programs in place in the region are being effective in preserving land for commodity crop production - which can benefit food production at some point. (resident)	*No change made. This is adequately discussed.*
• Add that there is growing concern about the environmental impacts, safety, and quality of our conventional food system. (Chicago DZP)	*No change made. This is adequately addressed in the plan.*
• Methods to overcome the impediments of production, processing and distribution are important to note for further research by CMAP and local jurisdictions. (resident)	*No change made. This is adequately addressed in the plan*
• Include idea of composting network. (resident)	*No change made. The plan's treatment of food systems includes this.*
• Need to define and implement new measures and data gathering practices to address the food production and access issues outlined in GO TO 2040. 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. (Talking Farm Board)	*No change made. The plan's recommendations on improving data and conducting research would include these types of activities but they do not need to be spelled out in the plan.*
• Have a fund to pay for those with expert knowledge to come and share that information. (resident)	*No change made. This level of detail is not needed in the plan.*
• 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. (resident)	*No change made. This level of detail is not needed in the plan.*
• 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. (resident)	*No change made. This could be among the methods to raise awareness but is too detailed to include in plan.*
• Favor conversion of commodity crops to local food over urban ag and converting current open space used for recreation and natural resource protection. Take out part about agriculture in forest preserves, etc. (Chicago DZP).	*No change made. Both voluntary conversion and urban agriculture are important. Working with forest preserves and park districts to support agriculture, where appropriate, is also a useful strategy.*
• Replace importance of urban agriculture with the	

conversion of existing commodity crops to local foods. Make urban agriculture box a subset not a standalone component. (Chicago DZP)	
• State that all developments will be treated equally and be subject to land use codes (Chicago DZP).	*No change made. Local responsibility for land use control is supported by the plan but discussed in the Land Use and Housing section.*
• Do not use the term "food desert". (Chicago DZP)	*No change made. The term is in popular circulation now to describe areas without access to fresh foods.*
• In Chicago there are no for profit operations for local food. All require subsidized city land for and other public infrastructure. (Chicago DZP)	*No change made. This may not be true in all parts of the region.*
• Make better distinction between what is a local and regional food system. (resident)	*No change made. The definitions provided are adequate for the purposes of the plan.*
• State high fuel prices make food prices go up. (Metropolis 2020 Interns)	*No change made. There is no available research to support this assertion.*
• Include Wal-Mart or local chains that are willing to stock local food. (Metropolis 2020 Interns)	*No change made. This level of detail is not needed in the plan.*
• Make a better connection between agricultural protection and local land use plan and ordinances. (Openlands)	*No change made. Technical assistance could take the form of land use plan and ordinance assistance.*
• Include more on local food in other sections of the plan, such as the Land Use and Housing or Water and Energy Conservation sections. (Kane County, Openlands)	*No change made. Local food is given sufficient coverage in its own section.*
• Change regional food policy organization to information clearinghouse. (Kane County Farm Bureau)	*No change made. An information clearinghouse is not the same thing as a regional food policy organization.*
• To both incent local foods and increase health, we have a program for low income individuals to get coupons/vouchers that they can use at farmers markets. Might be a good case study to include. (Northeastern Illinois Area Agency on Aging)	*No change made. This is in line with the plan's recommendations.*
• Farmers markets are more expensive than grocery stores. This is going to take a bigger community role to be able to address the local food issues. (Kendall County Health Department)	*No change made. This comment highlights why food access is an issue relevant to cover in the plan.*

Public Comments from Open Houses

Local food was discussed at several of the open houses. As with the written comments received, there was a mixture of support for addressing local foods in the plan and concern that this may not be an appropriate topic for the plan.
For a full summary of statements at the open houses (or other comments noted above), please see the compilation of comments at http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Chapter: Human Capital

Recommendation: #5 – Improve Education and Workforce Development

Public comments concerning the Education and Workforce Development section of *GO TO 2040* are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

Comments are attributed to the organization that made them; in addition, some comments were suggested in stakeholder meetings or open houses, and some were initiated by staff. Comments from individuals are attributed to "resident" without specifying the individual's name.

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Percentage of All Public Comments	3.5%
Percentage of All Comments, *Excluding Form Letters*	7%

Public Comments	*CMAP Staff Response*
• CMAP should clarify that strategic investments in education and workforce that tie to the needs of employers are needed. (Illinois Department of Commerce and Opportunity [DCEO])	*Language to this effect was added in the opening paragraph.*
• Add universities, proprietary schools, universities, apprenticeship programs, vocational programs, and community based organizations to the types of education and training institutions to be strengthened (beyond community colleges). Community Colleges are one of many providers and their importance is overemphasized. The recommendation should focus on strengthening the role of the workforce system as an intermediary, not just community colleges, between education and economic development. • Note the regional approach the Workforce Boards of Metro Chicago have taken and the intermediary role they serve. (DCEO, Workforce Boards of Metro Chicago, Lake County Workforce Investment Board [WIB], Will County, DuPage WIB)	*Additions to respond to these comments were made in various places throughout the document, and constitute the bulk of changes made. Significant modifications were made in several areas. (Introduction; Recommendations, Improve Coordination; and Implementation Action Area #1) Workforce Investment Boards were also added as key implementers in Implementation Action Areas #2 and #3.*
• Update the Indicators and Targets section. (staff initiated)	*Adequate indicators to measure the success of the workforce development system do not exist, and their development is recommended as a key recommendation of this section.*

	(Indicators and Targets)
• Add other examples of agencies that have developed career pathways (beyond community colleges), including community based organizations. (Will County, Workforce Boards of Metro Chicago)	*Language to this effect was added. (Recommendations, Improve Coordination)*
• Economic Development Organizations should be added to the implementers for the first implementation action area.	*This group was added (Implementation Action Area #1).*
• Change current word choice "workforce participants" to "education and training participants." (Workforce Boards of Metro Chicago)	*This change was made (Implementation Action Area #2).*
• Clarify the data sources listed in implementation action area 2 are examples of important datasets, but not meant to be an exhaustive list. Other data sources will be explored including, data created through Race to the Top and new measures such as the National Career Readiness Certificate. (DCEO, DuPage WIB)	*This clarification was added (Implementation Action Area #2).*
• Add state and business role to Improve Delivery of Workforce Development Services Implementation Action Area. (DCEO)	*Added state and business role (Implementation Action Area #3).*
• Add other stakeholders (WIBs, non-profits, service providers, state) to the list of implementers for increasing flexibility of federal funding. Also expand this to increase flexibility of state administered funds and so that the State's Workforce Investment Act (WIA) funds be more supportive of regional programs. (Workforce Boards of Metro Chicago)	*This change was made (Implementation Action Area #3).*
• The cross-coordination assessment reports should focus on industries other than energy and freight as these industries are not necessarily the most critical to the region. (Workforce Boards of Metro Chicago, Will County)	*No change made. The rationale for starting with these industries is that these are growth industries, have a high level of public sector involvement, are related to other GO TO 2040 priorities, and are subject of ongoing coordination.*
• Prioritize data collection and analyses to understand how prepared the region's youth are for work and/or post-secondary education. (Workforce Boards of Metro Chicago)	*No change made. This is a good idea but is too much detail for this level of plan.*
• We rely too much on property tax to fund K-12 education and the foundation level is arbitrary and should be changed to the Education Funding Advisory Board guidelines. (MPC)	*No change made. The plan does not get into education funding in detail but does support continued discussion around these topics.*
• Include information on sector strategies. (MPC)	*No change made. The plan does this by giving examples of the Critical Skills Shortage Initiative and also recommending pursuing cross-system coordination by sector.*
• Include reference to federal opportunities, in	*No change made. These issues are very specific and have the*

particular regarding WIA and No Child Left Behind impending reauthorization. Also, mention Obama's American Graduation Initiative which is planned to provide $2 billion for community colleges and a private sector partnership. (MPC)	*potential to change. Instead the plan focuses on the ongoing work needed to establish these kinds of programs and create more flexible federal funding.*
• Data is a concern for community colleges, as their service areas do not align perfectly with county or municipal boundaries. (McHenry County Community College, Southland Healthcare Forum)	*No change made. Providing better data is among the plan's key recommendations.*
• We are focusing on creating "stackable" career and academic pathways that incorporate industry-relevant and post secondary credentials to lead to sustainable income. (Harper College)	*No change made. The plan supports activities like this and encourages coordination of these efforts with other career pathway projects.*
• Transit and workforce efforts need to be aligned. (Evanston Community Foundation, McGaw YMCA, University Center of Lake County)	*No change made. The Public Transit section discusses aligning transit with jobs.*
• Education and workforce efforts need to align with business needs, but must also keep workers needs in mind for things like transportation and daycare. Workforce development should be seen from the viewpoint of employees. (Evanston Community Foundation, AgeOptions)	*No change made. This is an important point. The plan addresses workforce at a high level so does not go into detail on issues like daycare needs of those participating in training.*
• It is difficult to ascertain what the employers' needs really are. In some cases programs have been developed programs that were believed to be needed, only to find that very few students participate. (College of Lake County)	*No change made. Better coordination with employers is among the plan's key recommendations.*
• Need better employer and county coordination. (University Center of Lake County)	
• Needs to be broader support at lower level education (K-12) to address this need. (College of Lake County)	*No change made. The plan emphasizes the importance of education but does not make specific recommendations.*
• Major missing component to the plan is healthcare, would probably be in human capital section as it is a major economic engine, there are shortages of workers in healthcare, can't get enough fast enough and with aging population, demand will only increase. (Provena St. Joseph Medical Center and Foundation)	*No change made. Health care is a major employer in the region, and (with biomedical and biotechnology) among our critical industry clusters.*
• Education is vital – Claretian has a pilot leadership program for young adults aged 18-24 to teach them about urban planning. (Claretian Associates)	*No change made. This type of activity is supported by the plan.*
• The definition of workforce should be	*No change made. The plan does note the importance of the*

broadened. We define it as from the "cradle to the grave" it would be good if this could be included in the draft. (Moraine Valley Community College)	*education system as a step in workforce participation.*

Public Comments from Open Houses

Several open houses included discussion of the plan's education and workforce development recommendations. Several attendees highlighted the importance of coordinating between employers and providers of education and workforce services. Community colleges were mentioned by a few attendees as important institutions that needed to be strengthened. Attendees also noted the importance of tracking workforce development recipients and programs over time. Finally, the energy sector was identified as growing in importance, with attendees interested in improving the region's performance in this economic sector.

These comments were consistent with written comments received, and responses to similar comments can be seen in the matrix above. For a full summary of statements at the open houses (or other comments noted above), please see the compilation of comments at http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Chapter: Human Capital

Recommendation: #6 – Support Economic Innovation

Public comments concerning the Economic Innovation section of *GO TO 2040* are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

Comments are attributed to the organization that made them; in addition, some comments were suggested in stakeholder meetings or open houses, and some were initiated by staff. Comments from individuals are attributed to "resident" without specifying the individual's name.

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Percentage of All Public Comments	1%
Percentage of All Comments, Excluding Form Letters	2%

Public Comments	*CMAP Staff Response*
• Make mention of other partners who will be involved with implementation area #1: improving data and information systems- make specific mention of IDES (Illinois Department of Employment Security) in the area about improving data and information systems. These changes should be made in the 2nd and 3rd implementation matrices. (Workforce Boards)	*Language was modified. (Current Conditions, Government Institutions…; Implementation Area #1)*
• Add mention of Illinois Accelerator Fund. (committee feedback)	*Language has been added. (Recommendations, Enhance the Commercialization of Research; Implementation Area #3)*
• Make mention of workforce boards in "form coalitions" action under implementation area #2: "nurture the region's industry clusters" area. (Workforce Boards)	*Language was added. (Implementation Area #2)*
• Need to focus on how to attract more federal R&D (every 1 billion in R&D creates 20,000 jobs) it's federal R&D that created Silicon Valley. (stakeholder meeting)	*Language added: "Federal funding has historically been of great importance in the development of innovation centers across the nation and for creating new jobs; organizations in the Chicago region should investigate all opportunities for federal funding to help expand the regional economy." (Recommendations, Enhance the Commercialization of Research)*
• The investors in the clean energy trust might find the credit you give the chamber a bit of an overstatement. (stakeholder meeting)	*Language was modified: "The Illinois Clean Energy Trust, established by several key area investors and facilitated by the Chicagoland Chamber of Commerce, is an example of this type of coordination." (Recommendations, Nurture the Region's Industry Clusters)*

• Add innovation in markets, along with products, business models, etc. (stakeholder meeting)	*Language was added. (Introduction)*
• "Green technology" may be an emerging cluster, but is not one right now. Clarify this. (staff initiative)	*Language was modified. (Current Conditions, Clusters of Regional Specialization; Recommendations, Nurture the Region's Industry Clusters)*
• Add the Chicago Fed to Implementation Area #2. (committee feedback)	*Language was added. (Implementation Area #2)*
• Add something about vetting / certifying new technologies in Implementation Action Area #4. (committee feedback)	*Language was added. (Implementation Area #4)*
• Add private sector involvement to the area of cluster research. (DuPage County).	*No change made. This chapter mentions the importance of the private sector throughout.*
• Need to be "less apologetic" about pursuing innovation agenda. (stakeholder meeting)	*No change made. This is a new area for a regional planning agency to consider, so much of the introductory language is simply laying out why we're covering it, relative to our more "core issues" like transportation and land use.*
• DCEO is going through a fairly significant change, which immediately outdates your info. (stakeholder meeting)	*No change made. We don't believe the plan's recommendations for DCEO are outdated. We ask DCEO to be involved with evaluating the success of their programs, researching and redesigning technology transfer criteria, working to nurture clusters, to reinstitute or bolster some programs, and work on publicizing innovation and identifying areas for regulatory reform. To our understanding, these recommendations still remain worthwhile.*
• Don't limit innovation to private sector, public and non-profits should be included. (stakeholder meeting)	*No change made. This chapter focuses primarily on the innovation that can occur through the private sector, and how the public sector can help (or get out of the way). The plan includes a lot of information about efficient and more innovative governance, primarily in the coordinated investment section. Including that detail here would be duplicative.*
• In the angel funding area, you don't mention the treasurer's fund. (stakeholder meeting)	*No change made. This appears to be outside the scope of this chapter.*
• We have called for an innovation and entrepreneurship Czar; you say that kind of coordination may not be necessary, take a look at the White House paper http://www.itif.org/files/WhiteHouse_Innovation.pdf—which talks about the need to coordinate. (stakeholder meeting)	*No change made. The plan does not call for an innovation czar, but the business community may eventually decide this is in the region's best interest. This chapter is very strong about using a cluster approach as a framework to organize around, and we do mention that the presence of a "lead organization for each cluster" should be pursued.*
• Also need to stress collaboration more and interdisciplinary collaboration more specifically. Industry clusters are fine but innovation occurs at the intersection of different disciplines. (stakeholder meeting)	*No change made. We think the section covers collaboration and gaps thoroughly given a plan of this scope.*
• Need to focus more on early stage funding, not just venture capital funding generally. (stakeholder meeting)	*No change made. We think this is outside the scope of this chapter.*
• You might want to add in addition to reevaluating current incentives in the knowledge economy, a full review of regulatory and	*No change made. See recommendation at the bottom of p.279- "Identify opportunities for state and local regulatory reform and modernize local ordinances."*

permitting obstacles in the region and Illinois. (stakeholder meeting)	
• You don't mention to recent work from Kauffman on where the jobs come from (young firms, under 5 yrs old) and gazelle firms—back to incentives, are we focused on investing in the firms that are creating the jobs? (stakeholder meeting)	*No change made. Likely this will be a post-plan research activity rather than something new we will include in the plan.*
• Define clusters up front. (Metropolis 2020 Interns)	*No change made. Clusters are defined extensively in this chapter.*
• Data and Information Systems should be publicized. (Metropolis 2020 Interns)	*No change made. The chapter does enough to explain this.*
• Cluster language up front is "obtuse." (Metropolis 2020 Interns)	*No change made. The chapter defines clusters and clearly explains their importance.*
• Who are the diverse groups mentioned up front? Researchers? Entrepreneurs? Etc. (Metropolis 2020 Interns)	*No change made. The chapter explains this in detail.*
• Include an example of a smaller firm with a brilliant innovation. (Metropolis 2020 Interns)	*No change made. Groupon is a relatively small firm, and is mentioned. Also, a small 10 employee radar imaging firm is mentioned in this chapter.*
• What mechanisms or institutions actually promote tech transfer performance? (Metropolis 2020 Interns)	*No change made. Institutions that do much better than ours are mentioned. Data and mechanisms surrounding TT are difficult to measure. Improving this- especially by bringing together researchers and entrepreneurs in a more rational way- is a recommendation of the plan.*
• What is inadequate local deal flow? (Metropolis 2020 Interns)	*No change made. This is defined in the parenthetical after- inadequate venture capital, caused in part by failure to commercialize research ideas.*
• Employment is important but so is quality and size of the org. (Metropolis 2020 Interns)	*No change made. The data here are tough to come by. This is a recommendation of the plan.*
• Why did venture capital peak in 2000 and then drop so much? How does it compare to national trends? (Metropolis 2020 Interns)	*No change made. The plan discusses this already.*
• Add investment in the public school system. (Metropolis 2020 Interns)	*No change made. See the education/workforce chapter.*
• Add more on CONNECT and how it can be transferable locally. (Metropolis 2020 Interns)	*No change made. The plan gives adequate attention to this and this is a post-plan implementation activity.*
• The Plan should address or empower economic development staff to lay out a working plan that strives for more collaboration…between the various layers of economic development planning at the local, county, and state levels…" (DuPage County)	*No change made. Collaboration is discussed heavily throughout the plan and there are recommendations to this effect within this chapter already.*
• Cross-over between innovation and workforce recommendations- data and information systems should mention both, and can sector-based approaches be combined, because they cover the same areas? (Metropolitan Planning Council [MPC])	*No change made. There is a lot of coordination between these two recommendation areas in practice. The "drill down" analysis implementation area mentions workforce coordination.*
• Mention K-12 education funding. (MPC)	*No change made. See workforce/education chapter for this detail.*

• We need to use our educational resources to help private companies innovate. (Interfaith Housing Center of the Northern Suburbs)	*No change made. The plan clearly discusses the importance of education and workforce development in creating the businesses and jobs of tomorrow.*
• "Creating a culture of innovation…" this is a profound statement and should articulate some examples, such as expedited permitting. Lake County has a streamlined permitting process and may be a model for the rest of the region. Nurturing the region's industry clusters is important to Abbott and small businesses. We need to look at the incentives whether it's through tax policy other mechanisms. (Abbott Labs)	*No change made. Regulatory barriers to innovation are already included in this chapter.*
• Executive Summary does not couch the recommendations well in the Human Capital Chapter. Like the regional mobility chapter, Human Capital – Innovation needs specifics. (Federal Reserve Bank of Chicago)	*No change made. The innovation chapter gets as specific as possible with the resources and expertise the agency has on hand. The economic development committee was well engaged in the development of this chapter.*

Many of the comments heard at open houses mirrored the written comments described above. For a full summary of statements at the open houses, please see the compilation of comments at http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Chapter: Efficient Governance

Recommendation: #7 – Reform State and Local Tax Policy

Public comments concerning the Tax Policy section of *GO TO 2040* are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

Comments are attributed to the organization that made them; in addition, some comments were suggested in stakeholder meetings or open houses, and some were initiated by staff. Comments from individuals are attributed to "resident" without specifying the individual's name.

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Percentage of All Public Comments	2%
Percentage of All Comments, *Excluding Form Letters*	3%

Public Comments	*CMAP Staff Response*
• Discuss the fact that retirement/pension income is not taxed by the State of Illinois. (stakeholder meetings, Metropolitan Planning Council [MPC])	*Language was added. (Introduction; Current Conditions, State Income Tax; Recommendations, State Income Tax; Implementation Areas)*
• Discuss the fact that moving to a graduated income tax system is not permitted in the state constitution. (stakeholder meetings, MPC)	*Language was added. (Current Conditions, State Income Tax; Recommendations, State Income Tax)*
• Clarify state income tax recommendation- task force should evaluate the "efficiency and equity of the income tax" (staff initiative)	*Language was added. (Recommendations, State Income Tax; Implementation Areas)*
• Add some quantitative context for property, sales, income tax- how much revenue do they bring in? (staff initiative)	*Language was added. (Current Conditions, Sales Tax and the Fiscalization of Land Use; Current Conditions, Property Tax Classification, Limitations, and Exemptions; Current Conditions, State Income Tax)*
• Consolidate language about the task force in one place to make it more clear to the reader (staff initiative)	*Language was moved/added. (Recommendations)*
• Be cautious about recommending structural reforms to tax policy- it is complex (various stakeholder meetings).	*Language was added: "GO TO 2040 fully recognizes that state and local tax policy is a complex topic that requires prudence, since certain policy changes can lead to shifting burdens across residents, businesses, and governments." (Recommendations)*
• Account for municipal differences in tax policy potential. Look at home rule vs. non home rule and how different decisions will affect them. (DuPage Mayors and Managers Conference [DMMC])	*Language was added: "In making its appointments to the task force, the Board should ensure that its membership is balanced, including appropriate representation by geography, as well as representatives who understand the perspectives of both home-rule and non-home-rule governments. " (Recommendations)*
• More detail should be given about how the task	

force will be recruited and managed. Concerns over whether it will be representative. (Will County Governmental League [WCGL], Lake County, DMMC)	
• Discuss shifting of burdens with Cook County classification (make it clear that we understand there are winners and losers with this). (stakeholder meeting)	*Added an additional sentence identifying the need to weigh options and understand shifting burdens. (Recommendations)*
• Tax incentives are completely ignored- the plan should look at the long term fiscal impact of these incentives, etc. (Thomas Snyder, University of Illinois at Chicago [UIC])	*A reference was added to the GO TO 2040 strategy paper on economic development incentives (Benefits, Governance). Tax incentives are addressed in the plan. The section on "governance benefits" already discusses local competition over retail and other developments.*
• Describe the service sector and **why** low income earners consume more goods than services- good example is low income earner buys lawn mower (taxed), high income earner buys a "lawn service" (not taxed). (MPC)	*Language, including an example, was added. (Current Conditions, Sales Tax and the Service Sector)*
• In terms of fiscalization of land use and "industry", is this small industry or big industry? What does this recommendation say about small business? (CM 2020 interns)	*Language was added explaining that the analysis was conducted "per acre", which normalizes for size of business. (Current Conditions, Sales Tax and the Fiscalization of Land Use)*
• Poorly designed tax systems not only hurt households and businesses, they also provide inadequate revenues for public services and lead to deficits in bad economic times. This also affects business climate- creates uncertainty. (MPC, various stakeholder meetings)	*New language was added: "Furthermore, an overreliance on some forms of taxation-- like the sales tax, which usually mirrors fluctuations in the economy more closely than the property tax -- can lead to deficits and an inability to deliver key services at times when residents and businesses need those most."(Benefits, Economic)*
• Can CMAP explore regional revenue sharing solutions that do not involve the State but instead involve jurisdictions entering into them on their own? (Openlands, various stakeholder meetings)	*New language was added: "Recommendations might include suggested reforms to State law, and/or propose regional or subregional actions to improve the efficiency, equity, and transparency of the tax system". (Recommendations)*
• The State has a "spending problem and a taxing problem. The 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." (McHenry County)	*No change made. The plan emphasizes the more efficient use of existing resources- thus, "spending problems" are thoroughly addressed throughout the plan. The plan only calls for one "tax increase"- the state motor fuel tax.*
• Document suggests that sales tax revenue from retail uses have resulted in land use mixes that do not properly balance retail, service, and industry…the village understands that the tax structure may emphasize retail but many communities understand the need for balance…recommend caution prior to any formal recommendation. (Oswego)	*No change made. The plan is cautious in this regard and does not prescribe specific policy solutions.*
• Tax policy section would like to "unify the region" under a tax structure- veiled suggestion to bring everybody under Chicago's level of taxation. Task force is too weighted toward Cook and Chicago, and I can envision no one from Will County being	*No change made. The plan does not make this recommendation.*

on the board. (Crete)	
• Retail development and sales tax is not a problem. There are plenty of opportunities for industrial/commercial to locate. I can't imagine any municipalities refusing to allow these developments. (Crete)	*No change made. CMAP analysis clearly indicates that retail sales tax drives many development decisions. The plan does not prescribe specific policy solutions for the retail sales tax; however it recommends that the issue be explored further by the task force.*
• Agree that Illinois and Cook county property tax system are problems, but it is dangerous to call for a blanket reform of the property tax system in Cook (or Illinois tax system overall) without details regarding that reform, and it might affect special use permits granted for agriculture. (Cook County Farm Bureau, Kane County Farm Bureau)	*No change made. The plan recommends addressing the Cook County classification system. The task force is responsible for making more detailed recommendations.*
• Counties are structurally limited by revenue sources and this will impede them in supporting regional goals toward changing the tax structure. (Lake County)	*No change made. Counties and local governments collect a wide range of revenue sources.*
• General complaint of "shipping money down to Springfield" and not getting a fair return. (various stakeholders, residents)	*No change made. However, it is important to note that the plan places a large emphasis on a more regional approach to state funding and states that the state should invest more in northeastern Illinois.*
• Exempt business services from the sales tax. (stakeholder meeting)	*No change made. This will be addressed by the taskforce.*
• Extend the sales tax to food (stakeholder meeting)	*No change made.*
• Will CMAP be advocating "standardizing property and sales taxes across the seven counties"? (Southwest Cook County open house, resident)	*No change made. The plan does not make this recommendation.*
• Impact and development fees and direct pricing of infrastructure get a scant mention in the plan. (Thomas Snyder/UIC)	*No change made. Value capture, including transit impact fees, is mentioned in the transportation finance section, as is congestion pricing and the importance of user fees. The livability chapter also mentions user fees, especially in relation to pricing water infrastructure.*
• The plan does not discuss the theory of "optimal taxation". (Thomas Snyder/UIC)	*No change made. This is outside the scope of the chapter.*
• Regressivity depends on values. Sometimes regressive taxes might even be too progressive. (Thomas Snyder, UIC)	*No change made. Not sure what the context of this comment is.*
• Emphasize that Illinois taxes fewer services than 3 states, and that the base is declining. (MPC)	*No change made. The plan adequately discusses this issue.*
• Emphasize that when there's little or no inflation, PTELL makes it impossible for locals to raise revenue. (MPC)	*No change made. The plan adequately discusses this issue.*
• Could add more about marginal rates of state income tax and that fixing this will improve the progressiveness of the tax system overall. (MPC)	*No change made. The plan adequately discusses this issue.*
• Task Force should consider transferable state tax credits for conservation easement donations. (Openlands)	*No change made. This is outside the scope of the tax policy chapter.*
• Do not support new taxes, or any study of taxes. (Village of Barrington)	*No change made. The plan only calls for an increase in the state and federal motor fuel tax. The plan places a great emphasis on*

	issues of public finance, and these issues should be studied.
• Suggest "micro impact" of tax policy changes -- how will they affect people in their daily lives? (Chicago Metropolis 2020 [CM 2020] interns)	*No change made. This level of detail is beyond the scope of the plan.*
• Can MFT and income tax be increased and other taxes decreased? (CM 2020 interns)	*No change made. The plan only calls for an increase in the state and federal motor fuel tax. The answer to this question is clearly "yes", but it takes legislative action.*
• How can tax policy **ensure** there are fewer disparities? (CM 2020 interns)	*No change made. The context of this question is unclear.*
• Show a graph that shows the sales tax and income disparity (regressiveness of the tax). (CM 2020 interns)	*No change made.*
• More on property tax and education. Make property tax/education its own chapter of the plan. (CM 2020 interns)	*No change made. The chapter on tax policy and the chapter on education/workforce discuss this.*
• The policy (classification) seems to propose equal taxes for homes and businesses -- clarify -- this is confusing. (CM 2020 interns)	*No change made. The classification system is adequately explained and discussed in the plan.*
• Could taxes not be raised for areas with a certain unemployment rate? (CM 2020 interns)	*No change made. Uncertain about the context of this question.*
• This chapter is "challenging to understand for the 'common person.'" (Chicago Metropolis 2020 Interns)	*No change made.*
• Would the "public" be represented by the task force (homeowners and renters)? (CM 2020 interns)	*No change made. There is local government representation on the taskforce.*
• Great innovative idea on tax disbursements and taking into account the hometown of retail shoppers. Would tax money be distributed equally to surrounding towns? (CM 2020 interns)	*No change made. The plan does not make this recommendation.*

Public Comments from Open Houses

Tax policy was discussed at open houses in DuPage County, McHenry County, Northwest Cook County, Southwest Cook County and Kendall County. By and large, attendees expressed support for the inclusion of tax policy as a key area of the plan. Most discussion revolved around the creation of the regional task force- there was interest in how this task force would be formed, and what kind of recommendations it might make. Attendees expressed the need for regional solutions to many revenue problems, and both interest and concern was raised about "standardizing" tax structures. For a full summary of statements at the open houses (or other comments noted above), please see the compilation of comments at http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Chapter: Efficient Governance

Recommendation: #8 – Improve Access to Information

Public comments concerning the Access to Information section of *GO TO 2040* are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

Comments are attributed to the organization that made them; in addition, some comments were suggested in stakeholder meetings or open houses, and some were initiated by staff. Comments from individuals are attributed to "resident" without specifying the individual's name.

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Percentage of All Public Comments	1%
Percentage of All Comments, *Excluding Form Letters*	2%

Public Comments	*CMAP Staff Response*
• In the Benefits, Tracking Progress section, what is meant by "visualization tools", graphs, maps, etc? (Chicago Metropolis 2020 Interns [CM2020 Interns])	*A link was included in the text to provide a better explanation of visualization tools.*
• In Benefits, Governance section, there is not enough mention of the fact that increasing access to the internet makes transparency more pertinent, widely expected, and affordable. (CM2020 Interns)	*No change made. There is sufficient information that is already included on public data and transparency that addresses cost issues, public participation, and government accountability.*
• Section misses the opportunity to think more broadly about technology needs of the region. (Metropolitan Planning Council [MPC])	*No change made. This was not the focus of this section. Technology needs are important, but not a priority of the plan.*
• More specifics on what you mean about providing Technical Assistance. (CM2020 Interns)	*No change made. The Recommendations and the Implementation Action Areas provide a sufficient amount of detail.*
• Should foundations be mentioned in the costs and financing section? A lot of them are funding transparency projects. (CM2020 Interns)	*No change made. The intent of this section is to focus on governments implementing data sharing as part of their regular operation. The role of foundations and their contribution is vital, but in scale, much smaller and not the focus of this recommendation.*
• When is the launch of the Indicators Project? (CM2020 Interns)	*The Regional Indicators Project is expected to be one of the first deliverables of the GO TO 2040 plan – available in November 2010. The website is called MetroPulse, www.metropulse.org, and the name and the website link has been added throughout the chapter.*
• You used clear examples of innovative use of	*No change made.*

government data provided. Good illustration of step-by-step process. (CM2020 Interns)	
• Illinois' community colleges are data rich. Should look at the data sets that we collect. (Moraine Valley Community College)	*No change made. We agree and this is also referenced in the Education and Workforce chapter. Working with community colleges to improve data sharing opportunities is included in the Implementation Actions.*

Public Comments from Open Houses

Comments concerning access to information were discussed at a number of the open houses throughout the region. The importance of the topic and increasing transparency through data sharing was noted by a number of the comments received. A few comments concerned access to technology in general throughout the region. The process and the logistics involved with data sharing and providing access to information was also discussed at a number of open houses.

These comments were consistent with written comments received, and responses to similar comments can be seen in the matrix above. For a full summary of statements at the open houses (or other comments noted above), please see the compilation of comments at http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Chapter: Efficient Governance

Recommendation: #9 – Pursue Coordinated Investments

Public comments concerning the Coordinated Investments section of *GO TO 2040* are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

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Percentage of All Public Comments	2%
Percentage of All Comments, Excluding Form Letters	5%

Public Comments	*CMAP Staff Response*
• This chapter should be the first chapter. The two most important sentences are the following: "if the plan is to serve as the roadmap for the region's future, this will require changing the way in which major investment decisions are currently made" and "this section should be viewed as the culmination of previous sections…..all the plan's recommendations require a more coordinated approach and more efficient government". These sentences set the tone for the entire plan and should be highlighted in the beginning. Until the region accepts the premise of these two sentences, the plan will not succeed. Meaningful regional planning has been an elusive goal for Northeastern Illinois for many years and the region shouldn't miss a tremendous opportunity. (Metropolitan Planning Council [MPC])	*This chapter does provide a policy framework that could be used to frame the overall plan, however this was dismissed in favor of the framework we used to structure GO TO 2040, including: Livable Communities, Human Capital, Efficient Governance, and Regional Mobility. Utilizing this framework for the plan, allows for a logical and approachable structure while also focusing on the priority recommendations and the implementation actions. The sentence mentioning "the roadmap for the region's future" was incorporated in the plan's overall Introduction.*
• Create parity between the three bullet points in the Introduction and those in subsequent sections. Current conditions and recommendations are very repetitive, think about combining them. (MPC)	*There is some overlap here, but we wanted to maintain the components of this chapter so it was consistent with the others. No changes were made, and the different examples throughout the chapter help to call out various ways to focus coordinated investments.*
• Page 320, U.S.EPA and HUD are inverted. Also, federal highway funds, lane miles or mileage? Says they should be reconsidered, reconsider to	*The HUD / EPA error was fixed within the Recommendations. The federal highway funds example is used to illustrate a funding allocation that is based on a single criteria, rather*

what? (MPC)	*than a larger performance-based set of a criteria. The point is that this programmatic action should be reconsidered. Mileage was changed to lane miles for clarity within the text.*
• Call for securing funding for regional planning but offers no suggestions. Call for a regional tax, born equally by all local governments in the region, to fund regional planning. If the region relies on the state to fund regional planning, it will be at odds with Springfield and will never overcome hurdles like the 45/55 road fund split. (MPC)	*No change made. In the Recommendations, Take a Regional Approach section, the plan calls for "a more robust investment in comprehensive planning from sources other than transportation funds". Agencies, such as U.S.EPA, HUD, DOE and the Department of Labor are listed. Funding for regional planning is crucial and the level of detail already provided in the plan is sufficient.*
• The Implementation Action Area #1, calls to realign CMAP's current programs. In the long-term we would like to see CMAP administer a single review and allocation program. (MPC)	*No change made.*
• Concern that when making funding decisions that each part of the region is looked at in its own context. A project that may be beneficial in a smaller community may not be able to match scores with a similar project in a larger community, but would have same impact on the smaller community. Need recognition of improvements throughout the region, not just in densely developed city centers. (Will County Governmental League [WCGL], Manhattan)	*No change made. The point of this recommendation is to increase collaboration and investments at an appropriate scale. It does not call for across the board project selection criteria and this is something we would avoid. Making an argument for geographical and/or size equity is not the intention of this recommendation and would run counter to our principles on performance-based criteria.*
• Concern about what is meant by "empowering existing regional institutions, especially MPOs". Opposes any empowering of the MPO at the expense of local governments' autonomy. The Will County Governmental League has in the past opposed making the MPO the ultimate decision making authority on regional investment. (WCGL)	*No change made. In this Implementation Action item, focusing metropolitan policy analysis on improving and empowering existing regional institutions, we are making the case for using existing structures, in this case, MPOs. Throughout the plan we highlight the importance of local control and the roles and responsibilities of local governments.*
• All project implementing agencies and federal and state regulatory agencies should be included in the implementers' box for "Realign current programmatic and review responsibilities….to support GO TO 2040". (Will County)	*No change made. They are not listed because this is the responsibility of CMAP Boards and Committees. All of the agencies are represented and would play a part, but this ultimately is the responsibility of the Board and the MPO.*
• WCGL is working with the MMC on consolidation. It is important that these are fully vetted and all consequences are understood before any changes are made. (WCGL) • The plan should take the consolidation of local governments further towards implementation. The number of local governments is one of the key hindrances to our region planning and implementing the strategies set forth in the plan. Coordination is essential, but actual consolidation of services and units of government is a must. (MPC) • More detail on how to consolidate governments. Add education recommendations in some of the	*No changes were made to this section. GO TO 2040 supports efforts toward increased local government service coordination and in some cases consolidation, but also stresses that these decisions should be made collaboratively and responsibly.*

implementation action areas since you mention school consolidation. Add more to the list of things that can be better coordinated. Introduce that more detailed implementation steps are included at the end. How do you create a transparent process, provide details. (Metropolis 2020 Interns). • There are too many levels of government. (Illinois Trails Conservancy) • Start by eliminating Townships. (resident)	
• When discussing what unifies us as a region, sports teams, transportation, water, etc, mention the organized community sector. (Metropolis 2020 Interns)	*No change made. We don't think that this is appropriate for this section.*

Public Comments from Open Houses

Comments concerning coordinated investments were regarding the number of units of government in the region, the coordination of services, and possible duplication. Another point of discussion was how CMAP would engage local governments to implement the plan.

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Chapter: Regional Mobility

Recommendation: #10 – Strategically Invest in Transportation

Public comments concerning the Transportation Investments section of *GO TO 2040* are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

Comments are attributed to the organization that made them; in addition, some comments were suggested in stakeholder meetings or open houses, and some were initiated by staff. Comments from individuals are attributed to "resident" without specifying the individual's name.

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Percentage of All Public Comments	3%
Percentage of All Comments, *Excluding Form Letters*	6%

Public Comments	*CMAP Staff Response*
• Add more discussion of public-private partnerships and emphasize that it is an important strategy. (various stakeholders)	*Expanded discussion of PPPs was added. (Recommendations, Pursue Public Private Partnerships)*
• Add language that transit should be included in the gas tax revenues. (various stakeholders)	*CMAP added the sentence: "A portion of these proceeds should be devoted to funding transit." (Recommendations, Increase Federal and State Gas Taxes; Implementation Area #2) This was already done in the public transit section, so this addition simply adds consistency to the document.*
• Add "system preservation" when we talk about maintenance and operations throughout. (Federal Highway Administration [FHWA])	*This wording was made in some key places throughout the chapter.*
• Change implementation area box to "encourage (rather than require) sub-regional planning studies to include a parking pricing component". (Metra, McHenry County, Chicago Department of Transportation [CDOT])	*This change was made. (Implementation Area #4)*
• Add examples of "what we mean by modernization and strategic improvements-non-major capital projects". (committees)	*A new subsection was added (Strategic Enhancements and Modernization) that describes the range of these project types.*
• Add discussion of bicycle and pedestrian travel. (various stakeholders)	*Additional language was added. (Introduction; Benefits, Economic; Implementation Area #1)*
• Clarify whether arterial expansions and intersection improvements were included in safe and adequate expenditures. (McHenry	*A new subsection (Strategic Enhancements and Modernization) was added to this chapter that describes the range of these project types. Arterial expansions are part of this category and*

County)	*are included as an example.*
• Concern over the use of evaluation criteria/performance measures for transportation- the plan needs to be clearer about what this is, and it needs to be well vetted and explained and/or sensitive to the needs of local communities. (Will County, Will County Governmental League [WCGL], Metropolitan Planning Council [MPC], CDOT, Hoffman Estates)	*Added language to Recommendations, Creating Cost and Investment Efficiencies. Language reads: "These evaluation criteria should be developed and vetted using a transparent regional process. "*
• Concern regarding / opposition to / support for changing the New Starts program for transit. (Metra, Hoffman Estates, CDOT, Will County, Evanston)	*Expanded and clarifying language has been added to Implementation Area #1 and now reads: "The Federal New Starts program is a competitive grant process that funds transit system expansions. While expansions are vital for many parts of the U.S., older and more well-developed systems should have the option to use these funds for badly needed maintenance and modernization efforts. The current New Starts program creates a strong incentive to pursue expansions, when maintenance and modernization should be the region's top priority. The criteria for federal New Starts grants should be expanded to support reinvestment in existing infrastructure rather than solely new expansions."*
• Mention PPP legislation in regards to Illiana. (Will County)	*Language was added. (Recommendations, Pursue Appropriate Public Private Partnerships)*
• Congestion pricing revenues should be used not just for increased transit service in the same corridor, but other supporting services. (Metra)	*Added language. (Recommendations, Implement Congestion Pricing)*
• Reasonably expected revenue sources are only 10% of total, and CMAP should be more aggressive. (Metra)	*No change made. CMAP worked closely with FHWA/FTA on what constitutes "reasonably expected", and feel comfortable with our approach.*
• Add a pie chart clarifying spending categories. (Metra)	*No change made. The spending categories are sufficiently explained.*
• Additional discussion of the negative aspects of congestion pricing. (Citizens for Appropriate Transportation)	*No change made. The plan covers this sufficiently.*
• Removing statements on controlling operating costs because this is not just an issue for transit agencies, but for many other companies throughout the world. (Metra)	*No change made. Operating cost increases are central to a thorough exposition of transportation finance.*
• Discussion that MPO Policy Committee would have to vote against the inclusion of certain projects and that members could allow projects not to come to a vote. (Metra)	*No change made. The plan is clear on the MPO process.*
• More content should be added on environmental mitigation activities that can be undertaken in transportation. (U.S. Environmental Protection Agency)	*No change made. This is addressed in the context and best practices section.*
• Remove the connection drawn between "where ease of mobility is ensured and where car ownership is not a requirement…" and	*No change made. The connections among mobility, livability, and a skilled workforce are explicitly made throughout the plan and supported by a wealth of empirical literature, surveys, and*

	"attracting residents who will create innovative new technologies and industries." (McHenry County)	*response to public outreach.*
•	Connection between congestion pricing lessening needed transportation investments and how this benefits the consumer. (McHenry County)	*No change made. The plan sufficiently covers the benefits of congestion pricing to consumers.*
•	Add HOV lanes to implementation action areas. (McHenry County)	*No change made. The plan makes sufficient reference to "managed lanes," which include HOVs.*
•	"page 176 contradicts page 172." (McHenry County)	*No change made. We do not understand this comment.*
•	Congestion Pricing and parking are "more aggressive strategies" but also "reasonably expected revenues"- why? (McHenry County)	*No change made. Clarification: For the purposes of federal fiscal constraint, we have a reasonable expectation that these revenues will be generated over the next 30 years. However, implementation of these strategies still constitutes "aggressive" action, as these revenues are beyond what we have today.*
•	How does the plan promote transportation alternatives? (resident)	*No further change made. The plan discusses transportation alternatives in many places, including an entire chapter on public transit. References to bicycling and pedestrian facilities have been added, based on other public comment.*
•	The plan should support greater connectivity between the airports, Loop, and McCormick place. (resident)	*No change made. The plan emphasizes the importance of improving transit and connectivity throughout the region.*
•	Concern about cost-benefit analysis- how will it be used? Will it be used correctly? (Citizens for Appropriate Transportation)	*No change made. The intended point here is not to complete a CBA for all transportation projects. However, quantitative analysis should play a larger role in decision-making.*
•	Too much study of congestion pricing. (Citizens for Appropriate Transportation)	*No change made. The plan recommends congestion pricing pilot projects, not just more study.*
•	"Triple Es"- plan talks about efficiency and effectiveness but not equity with a transportation project. (Citizens for Appropriate Transportation)	*No change made. "Effectiveness" is about how the whole system performs, not just a specific project. This takes equity into account.*
•	More detail needed on congestion pricing. (resident)	*No change made. The plan covers this topic sufficiently. For more information, see the CMAP strategy paper on "managed lanes".*
•	Congestion pricing/capital projects will not solve our congestion problems. (resident)	*No change made. The plan covers a comprehensive range of areas, including land use and livability, which if implemented, have the potential to change behavior and attitudes about the way we get around. Congestion pricing and implementation of some capital projects only represent a slice of the action needed to respond to congestion.*
•	Widening and extending roads does not decrease congestion over time. (Environmental Defenders of McHenry County)	*No change made. The plan calls for very few widenings and extensions.*
•	"Priority projects" list should not be a focus. (Environmental Defenders of McHenry County)	*No change made. The plan's priority is modernization, not just the projects. The plan makes this clear.*
•	Skepticism about long term lease agreements. (Environmental Defenders of McHenry County)	*No change made. The plan doesn't make a recommendation about long term lease agreements.*
•	Concern over motor fuel tax increase until	*No change made. CMAP has already evaluated this issue*

further evaluation of transportation is done. (WCGL)	*thoroughly.*
• Concern over congestion pricing's impact on local streets. (WCGL, DuPage County)	*No change made. The plan notes that congestion pricing revenues should be used for nearby transit or arterial improvements (local streets).*
• Congestion pricing and parking pricing should be approached with great care. (DuPage Mayors and Managers Conference [DMMC])	*No change made. The plan already makes an effort to stress prudent approaches to these strategies.*
• Gas Tax increase- make sure locals are allocated same or more. (Will County)	*No change made. The plan does not call for altering the current local allocation formula for MFT.*
• Flexible work hours/telecommute as things to accompany congestion pricing to make it more successful. (Will County)	*No change made. Transportation Demand Management is referred to in the Context and Best Practices section.*
• There needs to be more information and discussion on "transportation financing and tax policy". (Lake County)	*No change made. See financial plan for transportation, which has much more detail.*
• Where is the RTA asset indicator? (MPC)	*No change made. This indicator is not available at this date.*
• Use more indicators for transportation. (MPC)	*No change made. The plan has a sufficient number of indicators.*
• 8 cent raise in Motor Fuel Tax (MFT) - why 8? (MPC)	*No change made. This was proposed State legislation that was supported by the CMAP Board.*
• Carve out a portion of MFT increase for open space. (Openlands)	*No change made. These funds are user fees and should be spent on maintaining the transportation system as a top priority.*
• Make it clear that we can't do what we want without MFT, congestion pricing. Emphasize this. (Hoffman Estates)	*No change made. We think these points are strongly emphasized.*
• Explain value capture more and how funds will be distributed. (Hoffman Estates)	*No change made. The plan calls for further study of this issue.*
• Oppose use of Congestion Mitigation and Air Quality (CMAQ) funds for targeted implementation of comprehensive plans, because there is already a CMAQ process that has been put in place by CMAP. (CDOT)	*No change made. The CMAQ program should not follow a static process and should be reevaluated from time to time- Post-adoption of the plan is an ideal time to do this. The activities proposed in GO TO 2040 are eligible uses for CMAQ funds.*
• What is meant by "encourage programmers to consider livability?" (CDOT)	*No change made. "Livability" is defined extensively in the challenges and opportunities section.*
• Concerned about the emphasis on congestion pricing and MFT increases in McHenry when there are no alternatives to driving. (League of Women Voters McHenry County)	*No change made. The plan covers alternatives to driving in many places, including the public transit section and the entire chapter devoted to livability.*
• Important to improve the road network in McHenry and improve transit options. (McHenry County Volunteer Center)	*No change made. The plan covers transportation priorities in great detail.*
• Presently there is not a system-wide Tollway attraction sign network. We need to engage the Tollway in economic development for our local businesses across the state of Illinois. (Chicago Southland Convention and Tourism Bureau)	*No change made. This level of detail is considered too specific for this chapter.*

Public Comments from Open Houses

Transportation finance was a major focus of discussion at the open houses in Northwest Cook, Southwest Cook, Kane, Kendall, and Lake counties. By and large, attendees were interested in discussing how to make better investments in

transportation and the comments reflected support for this topic as a key element of the plan, though specific opinions on financing strategies and ways of prioritizing projects ranged widely. Raising the gas tax and instituting congestion pricing received some support as well as some opposition. The primary opinion expressed was that northeastern Illinois should receive its fair share of funding from the institution of any these policy changes. While most respondents expressed frustration with the levels of congestion in the region, ideas for addressing the problem differed- some viewed congestion pricing and more public transit as the best strategies, while some viewed increased road construction as the best strategy.

These comments were consistent with written comments received, and responses to similar comments can be seen in the matrix above. For a full summary of statements at the open houses (or other comments noted above), please see the compilation of comments at
http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Chapter: Regional Mobility

Recommendation: #10.8 – Major Capital Projects

Public comments concerning major capital projects within *GO TO 2040* are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

Comments are attributed to the organization that made them; in addition, some comments were suggested in stakeholder meetings or open houses, and some were initiated by staff. Comments from individuals are attributed to "resident" without specifying the individual's name.

A full compilation of public comments is available at:
http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Percentage of All Public Comments	41%
Percentage of All Comments, *Excluding Form Letters*	15%

Public Comment (general)	***CMAP Staff Response***
• Describe how project prioritization occurred. (committees, Cook-DuPage Corridor)	*Some description had been included in the plan already; additional language was also added stating that professional judgment, in addition to quantitative analysis, was used. (Program Development, Project Prioritization)*
• Clarify levels of funding for transit and highway projects. (committees)	*The total amount of constrained funding for new transit and new highway projects was added, in part because of numerous comments that the plan was biased toward either transit or highways. (Program Development, Project Prioritization)*
• Remove detailed discussion of air quality results. (staff initiated)	*This section reached a higher level of detail than others, and was removed. (Priority Projects)*
• Add descriptions and a map of unconstrained projects, and discussion of the important of finding additional revenue to pursue unconstrained projects. (committees)	*These items were all added. In the unconstrained projects section, a description was added as to how projects that complete further study phases or identify additional revenue sources may be revised for possible inclusion in future fiscally constrained major capital project lists. (Priority Projects, Unconstrained Projects)*
Comments on fiscally constrained projects	***CMAP Staff Response***
• Opposition to Central Lake County Corridor due to environmental and community impacts. Some commenters favored an environmentally friendly road design if an improvement must be made. (200+ residents, Openlands, Sierra Club, Liberty Prairie Foundation)	*The importance of avoiding negative environmental impacts was already emphasized in the draft and continues to be a point of emphasis. Additional language concerning the planning process for IL 120, which could be used as a model for the design of IL 53, was included. Language was also added to state that non-expressway alternatives should be considered.*
• Support for Central Lake County Corridor. (Lake County, Lake County Chamber of Commerce)	
• Support for CTA Red Line Extension.	*Innovative financing was added as a potential component of the project; no other changes made.*

(300+ residents, several stakeholder meetings)	
• Opposition to widening of I-290. Support for extension of Blue Line. (around 50 residents, Citizens for Appropriate Transportation, Oak Park, Maywood)	*The project description was significantly rewritten to note that a variety of alternatives are under consideration. The plan does not recommend a particular mode, but encourages IDOT's Phase I engineering work for I-290 to examine all possible modes.*
• Support for I-290 multimodal corridor approach. (DuPage County)	
• I-294/I-57 interchange and I-88 add lanes should be funded with toll revenues. (Hoffman Estates)	*No change. This is the intent of the project.*
• Support for I-80 add lanes (US 30 to I-55) project. (Will County Center for Economic Development [CED])	*No change. This project is on the fiscally constrained list already.*
Comments on fiscally unconstrained projects	***CMAP Staff Response***
• Support for Prairie Parkway. (Kendall County, Yorkville, Montgomery, MetroWest Council of Governments, Will County CED, several residents) • Opposition to Prairie Parkway. (Big Rock Township, State Sen. Chris Lauzen, Community Foundation of the Fox River Valley, Citizens Against the Sprawlway, several residents)	*The following language is in the plan: Phase I engineering for this project has been completed, and federal earmarks to cover a portion of project costs have been received, but funding is insufficient to construct the entire project. However, one element of this project, involving a bridge over the Fox River in Yorkville to connect US 34 and IL 71, has independent utility and can be completed with the earmarks received. This project element may be pursued at any time. For the remainder of the project, corridor preservation activities should be continued in order to preserve a transportation corridor in this area for future use.*
• Support for Illiana Expressway .(Will County CED, Manhattan, resident) • Concern about environmental impacts of Illiana Expressway. (Openlands)	*The following language is in the plan: Funding for Phase I engineering for the Illiana Expressway -- the next step in development of the project -- is included within the fiscally constrained project list. The inclusion of engineering costs for the Illiana on the fiscally constrained project list demonstrates the region's support for its continued development. The project's construction costs are on the fiscally unconstrained list. The rationale for including construction costs on the unconstrained list is twofold:* • *First, while the project's assumptions include tolling of some sort, initial revenue projections show that tolls significantly higher than those charged on the rest of the Tollway system would be necessary to cover construction and maintenance costs. Additional analysis of financing options needs to take place. CMAP also supports state legislation that would allow the use of PPPs for this and other projects. On June 9, 2010, the Governor of Illinois signed legislation authorizing the Illinois Department of Transportation to "enter into one or more public private agreements with one or more contractors to develop, finance, construct, manage, or operate the Illiana Expressway on behalf of the State." This is a necessary first step; identification of potential private funding sources is now needed.* • *Second, the segment of the project between I-55 and I-57 has not been studied and a wide variety of alignments and interchange points with I-55 are possible. The cost of the project, as well as its benefits, is dependent on the option chosen. CMAP supports initiating Phase I engineering for the project in order to narrow*

	the project scope to a few feasible alternatives, and recommends that these activities begin as a high priority.
• Support for I-55 Add Lanes. (Will County CED)	*The following language is in the plan: Project planning should include consideration of a managed lane, due to high freight volumes in this area. Planning for portions of the project is currently underway. Per FHWA regulations, the project must be included as a fiscally constrained project before Phase II engineering of the add-lanes portion of the project may begin. Other project elements that do not involve adding a lane on I-55, including interchange improvements or additions, may occur at any time.*
• Support for STAR Line. (Arlington Heights, Naperville, Hoffman Estates, Schaumburg, Northwest Municipal Conference [NWMC], Metra, residents)	*The following language is in the plan: The project has been undergoing Alternatives Analysis by Metra, and the identification of a Locally Preferred Alternative is in process. Though the project does demonstrate benefits and has strong local support, significant funding issues concerning the STAR Line need to be resolved. As with other strong projects on the unconstrained list, innovative financing options should be considered in the STAR Line corridor. Also, other options -- such as including a transit component with the I-90 Managed Lanes project, or the O'Hare Schaumburg Transit Service project (which travels along the Elgin O'Hare Expressway rather than I-90) -- should be considered to improve transit service in the larger corridor. In particular, opportunities to initiate bus-based transit service as part of the I-90 Managed Lane project should be strongly considered, even if these serve primarily to test the market and build ridership for a larger capital investment later.*
• Support for BNSF extension and new stations. (Yorkville, Oswego, Montgomery, Metra, residents)	*The following language is in the plan: The project is nearly ready to begin Phase I engineering. It has been exempted from the New Starts evaluation process by federal action. However, Kendall County is currently outside of the RTA service area, and should pursue joining the RTA to expedite this project.*
• Support for SouthEast Service. (Metra, resident)	*The following language is in the plan: This project would create a new rail line that provides service to communities in southern Cook and northern Will Counties. It has been undergoing Alternatives Analysis by Metra, and the identification of a Locally Preferred Alternative is in process. The project should remain a fiscally unconstrained project until such time as a Locally Preferred Alternative is accepted by the FTA and the project demonstrates financial feasibility. The Alternatives Analysis work should include detailed cost estimates; a demonstration of the financial capacity to cover the capital and operating costs; and a financial commitment detailing the availability of state and local funds to match federal New Starts funds. Innovative financing options should also be explored.*
• Support for Metra Electric Extension. (Metra)	*The following language is in the plan: Supportive land use planning should accompany this and other transit extension projects.*
• Support for Yellow Line Extension. (NWMC)	*The following language is in the plan: It has completed the Alternatives Analysis process required to access federal New Starts funding, and a Locally Preferred Alternative has been identified. Per FTA regulations, the project may not initiate Phase I engineering unless it is on the fiscally constrained list, but other planning scoping activities are permitted and may continue.*
• Support for DuPage "J" Line. (DuPage County)	*The following language is in the plan: The DuPage "J" Line may initiate operations as an express bus or ART-type service at any time,*

	and this is supported by GO TO 2040; the only portion of this project which is fiscally unconstrained is the construction of a new lane on I-88. As indicated in the Cook-DuPage corridor study, there is a significant need for north-south transit alternatives in western Cook and eastern DuPage Counties, and this project may be able to address this need.
• Support for extending the Green Line to Maywood. (Maywood)	*No change made. This has not been evaluated as a major capital project.*
• Support for adding lanes to the Edens Spur. (resident)	*No change made. This has not been evaluated as a major capital project.*
• Support for improving 159th Street. (Homer Glen)	*No change made. This has not been evaluated as a major capital project.*

Public Comments from Open Houses
Many comments received at open houses concerned nearby major capital projects. Projects discussed most included the STAR Line, Illiana Expressway, Prairie Parkway, and the IL 53 extension. Some attendees stated that the plan's recommendations included too little highway investment (compared to transit), and others stated the opposite. These comments were consistent with written comments received, most of which supported the addition of new capital projects to the fiscally constrained project list. Responses to similar comments can be seen in the matrix above. For a full summary of statements at the open houses (or other comments noted above), please see the compilation of comments at http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Chapter: Regional Mobility

Recommendation: #11 – Increase Investment to Public Transit

Public comments concerning the Public Transit section of *GO TO 2040* are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

Comments are attributed to the organization that made them; in addition, some comments were suggested in stakeholder meetings or open houses, and some were initiated by staff. Comments from individuals are attributed to "resident" without specifying the individual's name.

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http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Percentage of All Public Comments	3%
Percentage of All Comments, *Excluding Form Letters*	6%

Public Comments	*CMAP Staff Response*
• Clarify "transportation policy" graphic. (McHenry County)	*This graphic was updated – "Transportation Policy" was changed to "Support for Alternative Transportation" in the Benefits section.*
• Metra serves 240 stations and averages over 300,000 rides. (Metra)	*This correction was made – from 230 stations and 300,000 riders. (Current Conditions)*
• Note that some other groups (counties, municipalities, townships) also provide transit. (McHenry County, Regional Transportation Authority [RTA])	*A sentence was added in Current Conditions: "There are other transit providers beyond these agencies -- including counties, municipalities, townships, and private providers -- but the vast majority of service is provided by the CTA, Metra, and Pace."*
• Add jobs near transit as well as households near transit as target. (Center for Neighborhood Technology [CNT], Metropolitan Planning Council [MPC])	*The transit access indicator was adjusted to include jobs as well as households, and the definition was clarified to be within ¼ mile of fixed-route transit. These changes were made in the Indicators and Targets, Transit Access section.*
• List bicycle accommodations along with sidewalks and bus stops as part of road projects. (MPC)	*References to bicycle facilities were added in several places where local actions to support transit were listed. (Recommendations, Supportive Land Use)*
• Mention bicycle improvements along with pedestrian improvements. (MPC)	
• Make stations "destinations" to make transit more attractive. (MPC)	*Wording edits to reflect this were made. (Recommendations, Maintaining and Modernizing)*
• On fare coordination, Regional Transportation Authority should "work with service providers" to implement this improvement, instead of "exercise its authority." (Metra)	*The recommendation for a universal fare card (Recommendations, Maintaining and Modernizing) was expanded to express support for a future universal "smart card" that could be used for tolls, parking, and similar transportation-related expenses. The wording change suggested was made as well.*
• Fare integration should include universal smartcard, not just for transit. (CNT)	
• Include more on universal fare payment.	

(Metropolis 2020 Interns)	
• Add more discussion of reverse commute and intersuburban transit needs, including the need to increase transit services in suburban areas. (DuPage County, stakeholder meetings, open houses) • Note increasing need for transit in suburbs due to demographic change. (DuPage County)	*More discussion of the growing number of reverse commute and intersuburban trips was added in the sections on Current Conditions and Recommendations, Maintaining and Modernizing. New text further emphasizing the importance of improved transit in suburban areas to serve these types of trips, and to address the region's past and future demographic change, was also added. (Recommendations, Maintaining and Modernizing)*
• Change I-290 corridor language to not assume it will be BRT. (Oak Park)	*The discussion of the I-290 multimodal corridor was inconsistent and was clarified in two sections (Recommendations, Expansion; and Implementation Action Area #3) to note that a range of transit options are still under evaluation in this corridor.*
• Congestion pricing should fund transit *after* operating and maintenance needs of the facility are taken care of. (MPC).	*This wording edit was made. (Recommendations, Finance)*
• Add more discussion concerning cost increases and note that these often occur for reasons beyond the transit agencies' control. (Metra, Chicago Department of Transportation [CDOT]) Remove language about transit service costs needing to be reduced (several places) – (Metra, CDOT)	*To address transit finance, the plan recommends new funding sources but also identifies rising operating costs as a concern that must be dealt with. Some concern had been expressed that the discussion of rising operating costs was too negative; staff maintains that this is important point to address in the plan, but wants to do so in a way that supports the RTA and service boards as they attempt to address this issue. Additional language to this effect was added in two sections. (Current Conditions, Funding; and Recommendations, Finance)*
• Emphasize in this section that current land use decisions affect future transit viability. (stakeholder meetings)	*Wording was changed to emphasize the effect of current land use decisions on transit viability. (Recommendations, Supportive Land Use)*
• Provide more detail on New Starts changes proposed; i.e. level playing field with highways, among others. (committees) • Instead of getting rid of New Starts, create a new funding program for reinvestment. (Metra, Hoffman Estates, CDOT)	*More information on New Starts was added to the Implementation Action Area #1 table. The plan does not recommend eliminating New Starts, but giving the region and its transit agencies more flexibility in the types of projects that can be pursued, and creating a level playing field with highway investment.*
• Identify local governments as important early adopters of car-sharing programs, beyond just supporting their expansion. (CNT)	*This addition was made. (Recommendations, Supportive Land Use)*
• Add housing to statement "GO TO 2040 recommends that local governments…should plan for supportive land use…" (MPC)	*This addition was made. (Recommendations, Supportive Land Use)*
• Congestion pricing revenues should be used not just for increased transit service in the same corridor, but other supporting services. (Metra)	*This was addressed: "Congestion pricing and parking pricing are recommended within GO TO 2040. The revenues from these sources should be used in part for supportive transit service. For example, revenues from congestion pricing should be used to support increased transit service in the same corridor as the priced facility, or to improve connections to service in the corridor." (Implementation Action Area #1)*
• Add counties and municipalities to groups to involve in intermodal coordination. (McHenry County) • Add counties in addition to municipalities for	*These changes were made to several Implementation Action Areas and in the Land Use and Housing section as well.*

land use planning responsibilities. (McHenry County)	
• Broaden reference to "real-time arrival signs" to something more inclusive about real-time information. (Metra) • List websites, social media, and station announcements among traveler information systems. (Metra)	*The definition of "real-time arrival signs" was expanded: "Pursue the widespread implementation of traveler information systems, which can give real-time arrival information, assist in trip planning, inform commuters about parking availability, and serve other purposes. These can include signs at stations, websites and social media, station announcements, and other technologies." (Implementation Action Area #2)*
• The plan should recommend that highway projects should include transit components, not just Bus Rapid Transit (BRT). (CDOT)	*Wording was changed from "Include Bus Rapid Transit components…" to "Include transit components…" (Implementation Action Area #3)*
• Add analyzing affordable housing needs, and investing in affordable housing, along with specific strategies in "promote affordable housing" action item. (MPC)	*This addition was made. (Implementation Action Area #4)*
• Clarify that areas that are actively planning for transit-supportive land use (not just those that already have it) can have new transit. (Will County Governmental League [WCGL], Manhattan)	*No change made. This is the intent of that statement.*
• Add recommendation for Chicago Transit Authority and Regional Transportation Authority to collect donations on their websites for specific projects. (Metropolis 2020 Interns)	*No change made. This is not something we looked into, but is a compelling idea that could fall into the category of "innovative financing," which is mentioned throughout the plan, particularly in the transportation finance section.*
• Add recommendation to reevaluate existing transit services that are no longer serving a need. (MPC)	*No change made. This is something that the transit agencies do continually; the focus on improving transit rather than cutting bad routes is appropriate.*
• Source for statement that transit is an option of last resort. (Metropolis 2020 Interns)	*No change made. This is based on anecdotal evidence; there is no single source.*
• Add mention of the benefits of aligning transit, housing, and land use. (MPC)	*No change made. This is already a strong recommendation; the Land Use and Housing section also has detailed descriptions of the benefits of transit-supportive land use.*
• Source for statement that low-income people rely on transit. (MPC)	*No change made. Households that do not have access to a personal automobile are often low-income (census maps are available). While higher income households that choose to be car-free are increasing, the change is insignificant on a regional level.*
• Further emphasize economic benefits of transit. (Metropolis 2020 Interns)	*No change made. That is covered in the Benefits, Economic section.*
• Discuss need for state capital plan. (Metra)	*No change made. The plan recommends a stable, consistent funding source rather than occasional state capital plans.*
• Include more info on current conditions beyond funding (condition of rails, working relationship quality between service boards). (Metropolis 2020 Interns)	*No change made. This is beyond the scope of the plan. See Moving Beyond Congestion for more current conditions.*
• Add indicators beyond ridership and access. These could include affordability of housing. (Metropolis 2020 interns)	*No change made. Other sections have additional indicators, like CNT's Housing and Transportation (H+T) calculations for land use and housing, which adequately captures this concept.*
• Report bus and rail access as separate	*No change made. Rail and bus should be seen as integrated*

indicators. (CNT)	*parts of the transit system, so keeping them together is recommended.*
• Gives examples of where improving perception has led to increased ridership. (Metropolis 2020 Interns)	*No change made. These could be included as future case studies or examples, but new research to find these examples is beyond the plan adoption timeline.*
• Describe how bus expansion projects are prioritized. (MPC)	*No change made. The plan indicates that these should be prioritized by their effectiveness.*
• Recommend expanding light rail or streetcars as well as bus services. Describe how service can "graduate" to capital-intensive service. (MPC)	*No change made. The plan emphasizes bus service because it is much cheaper, unlike any capital-intensive investment.*
• Use sales tax contributions as a way of determining where transit improvements are made. (Hoffman Estates)	*No change made. The need for suburban transit expansions has been addressed, which will help to address the interest of more transit in the suburbs.*
• State that rail is the preferred mode in the I-90 corridor instead of BRT. (Metra)	*No change made. Lower-cost BRT should also be explored as an option.*
• Give source for statement that major expansions are not most cost effective. (CDOT)	*No change made. The statement is explained further in the next sentence, and does not require a source: "Maintenance, modernization, and strategic improvements are more effective, as they capitalize on existing infrastructure."*
• Recommend how much gas tax should go to transit. (MPC)	*No change made. Distribution of the 8 cents will likely be worked out at the state level as legislation is being considered.*
• RTA should have oversight of service boards but not of CDOT projects. (CDOT)	*No change made. The action area mentions the service boards specifically, and RTA's responsibilities are well understood.*
• Federal law prohibits tolling roads built with federal funds. (CDOT)	*No change made. Recent federal actions and statements suggest that tolling is being increasingly supported as an option at the federal level.*
• Mention townships in implementation area about innovative funding. (McHenry County)	*No change made. The implementation action areas focus on lead implementers, and townships are unlikely to have a leadership role in this area.*
• Don't require new transit services to be tested with bus before investing in rail. (CDOT)	*No change made. It makes sense to test service areas because rail investment is more expensive and more permanent. Bus services help to build a market for future rail, and to understand where changes might need to be made.*
• Include counties as responsible for prioritizing among service increases. (McHenry County)	*No change made. The counties are not major operators of fixed-route bus service.*
• Break out transit agency vs. local government responsibilities more clearly. (DuPage Mayors and Managers Conference [DMMC])	*No change made. The implementation area boxes often contain broad ideas that local governments and transit agencies need to work together on. Their roles are different but complementary.*
• Package strong and weak TOD areas together to make the weaker ones more attractive. (CNT)	*No change made. This is an interesting idea but more exploration needed.*
• Replace "require" supportive land use planning before investment is made with "encourage." (Metra)	*No change made. It is important that some degree of land use planning occur; exactly how this is done will vary by community and by service type.*
• Guidelines for affordability near stations are not Metra's responsibility and Metra should not be considered an implementer. (Metra)	*No change made. This has to do with producing guidelines for TOD, something that Metra has previously done; if these are updated, the plan recommends that they say something about affordability.*
• High speed rail is an emerging issue but	*No change made. The plan's recommendations are to support*

investments in it should not come at the cost of the regional transit system that we already have. (stakeholder meetings) • High speed rail should be a higher priority, with specific funding recommendations, and CMAP should coordinate with other MPOs to address its importance. (resident) • High speed rail would help communities (Interfaith Housing Center of the Northern Suburbs) • Include details on preferred high speed rail technology. (resident)	*high speed rail but use new funding to do so. Investments in high-speed rail should supplement, not supplant, funding for the existing transit system.*
• Promote connections between O'Hare and Metra's nearby services. (resident)	*No change made. The plan does not go into this level of detail.*
• Transportation access to educational opportunities is a major issue. (Harper College, College of Lake County)	*No change made. The importance of transit to link individuals to educational opportunities is mentioned in the section on Benefits, Economic.*
• Biggest issue for our clients is access to jobs, also getting people to and from housing facilities. (Waukegan Housing Authority) • Accessibility to the zoo is a major issue, especially for their nearly 900 seasonal employees. The number 304 Pace bus has been cut which means many of our employees have to make multiple transfers which means it takes longer for them to get here. This is bad for business. (Chicago Zoological Society – Brookfield Zoo)	*No change made. The importance of transit to link individuals to jobs is mentioned in the section on Benefits, Economic. The link between transit and housing is also a major focus of this chapter.*
• CTA needs to do a better job of investing in its infrastructure – reliable and working rail "EL" lines. The plan should integrate private enterprises options, like having more IGO or zip options at Metra stops. (Berwyn Development Corporation)	*No change made. This aligns with the recommendations of the plan concerning investing in existing infrastructure and improving coordination. (Recommendations, Maintaining and Modernizing)*
• There is a big public relations gap that needs to be addressed in the suburbs about riding the bus. We should look at having smaller busses in the suburbs, with infrequent stops. Many times the busses are empty, therefore people don't want to ride. (People's Resource Center) • Simple availability of transit isn't going to solve our problem, we need an integrated transit system and educational awareness of the benefits. Until people and communities are ready to use transit it will be difficult to make an integrated system. (Kendall County Health Department)	*No change made. This aligns with the recommendations of the plan concerning making transit more attractive to potential riders. (Recommendations, Maintaining and Modernizing)*
• The number one struggle/barrier we would like this plan to address is transportation access for the low income people we serve.	*No change made. The plan's recommendations would improve transit service overall, which would benefit all residents.*

(People's Resource Center)	
• Primary concern with transit is that routes and the times of service are not conducive to the commuting patterns of older adults. (Age Options)	*No change made. The plan addresses how demographic changes, particularly the aging of the population, will make transit more important. Specific route planning and timing should be addressed route-by-route by the service boards.*
• The transit systems are lacking the home to train station connection. We are missing an entire tier of transit and this is crucial to address. The connectivity between Metra and employers should be addressed. (Advocate Christ Medical Center)	*No change made. The plan recommends improvement to the transit system overall. Connecting Metra to employers for reverse-commute transit service is discussed in Recommendations, Maintaining and Modernizing.*

Public Comments from Open Houses

Public transit was a major focus of discussion at the open houses in DuPage County, Kane County, and southwest Cook County. Many comments had to do with the importance of improving transit in suburban parts of the region (in part because of demographic change), but also the difficulty in making this happen. Attendees were interested in discussing a variety of transit modes, including light rail and BRT. Financing was a significant point of discussion, with attendees calling for additional federal funds or public-private partnerships, beyond the gas tax increases and congestion pricing recommended in the plan. The link between transit, land use, and housing was well recognized and referred to in a number of comments.

These comments were consistent with written comments received, and responses to similar comments can be seen in the matrix above. For a full summary of statements at the open houses (or other comments noted above), please see the compilation of comments at http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Chapter: Regional Mobility

Recommendation: #12 – Create a More Efficient Freight Network

Public comments concerning the Freight section of *GO TO 2040* are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

Comments are attributed to the organization that made them; in addition, some comments were suggested in stakeholder meetings or open houses, and some were initiated by staff. Comments from individuals are attributed to "resident" without specifying the individual's name.

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Percentage of All Public Comments	1%
Percentage of All Comments, *Excluding Form Letters*	2%

Public Comments	*CMAP Staff Response*
• Verification of the statistic on page 222 of the draft plan. "A report by the Federal Highway Administration (FHWA) estimates the sheer quantity of goods at over 379 million tons by truck and nearly 224 million tons by rail." (staff initiated)	*This conflicting statistic was deleted within the Benefits section. A more accurate statistic is stated in the Recommendations, National Vision and Federal Program for Freight section.*
• More needs to be said about how intermodal growth can be used to bring higher end jobs. (Will County)	*No change made. Pending a thorough economic analysis we cannot specify numbers, but GO TO 2040 does mention the creation of jobs and overall economic benefits in the Benefits, Economic section.*
• Include language concerning coordination with high speed rail vision, future of passenger rail, and freight. (Metropolitan Planning Council [MPC], Metra) • Freight oftentimes interferes with Amtrak service. (Interfaith Housing Center of the Northern Suburbs)	*High speed rail was included to the text with current and future rail, noting that they all need to be coordinated with rail freight in Current Conditions.*
• Air freight contains only mention of the South Suburban Airport. Why doesn't the plan address airports? The beginning of the plan should explain why airports are not considered in the planning process and should mention that the plan assumes the South Suburban Airport will be built. (Will County, Crete, South Suburban Mayors and Managers, Southland Chamber of Commerce) • Additional air cargo capacity in relation to the South Suburban Airport can be used strategically to strengthen our regional dominance in freight movement. The plan does not adequately represent the importance of Midway and O'Hare Airports to our regional economy. Cargo moved by air is typically	*The discussion on water and air freight in Current Conditions, Water and Air Freight was clarified to adequately reflect the various airports and their freight capacity within the region. We have not specifically addressed airport capacity or its impact on our regional economy as part of this plan. Since this section is focused on freight, and currently airports handle less than 0.5% of the freight movements within the region, staff feels this is an adequate amount of information to include in the plan. The South Suburban Airport was assumed to be in place for the purposes of the plan (as noted in the appendix on socioeconomic forecasting). Similarly, for waterways, increased use can be*

higher value, lower weight goods. (Will County Center for Economic Development [CED]) • Isn't Rockford, Milwaukee and Gary part of the Chicago Airport System? Saying the South Suburban Airport is needed because O'Hare is limited is a little awkward. (McHenry County) • Chicago Department of Aviation disagrees 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". (Chicago Department of Aviation) • More discussion is needed about use of waterways. (Will County) • Include more about the waterways, how we can increase their use, the locks and invasive species. (National Resources Defense Council)	*explored in the future, but the priority is on improving the systems that move 97 percent of the freight through trucks and rail.*
• The plan neglects to mention the need to plan for freight-related development in infill. (Center for Neighborhood Technology [CNT]) • Support planning for adjacent land uses to support intermodal facilities. (Manhattan) • Intermodal sites are located in the "remote greenfields" gives a negative connotation. Local governments dictate land use decisions. (Will County CED)	*The plan includes a section on Freight and Land Use in Current Conditions. Additional language was included to clarify the intent of promoting and planning for freight-related development in areas that are being redeveloped. The section is balanced in terms of planning actions that need to be considered concerning freight facilities.*
• Make it more explicit that the freight authority should include rail and truck. (stakeholder meetings)	*This has been addressed in the Recommendations, Organization and Public Policy section.*
• More acknowledgement of Will County's role in the future of freight in the region. (Will County, Crete) • More discussion is needed about how to minimize negative effects of the trucking industry on the region –roadway damage, safety, congestion. No discussion of the necessary ancillary uses needed to support the trucking industry (motels, fuel, truck stops, and repair stations. More "investment" in freight systems is discussed, but what investment level are we talking about? Mega rail and trucking corridor or patchwork of small to medium fixes? (Will County) • Plan mentions the conflicts that can exist between the economic benefits and the negative externalities of freight movement, but does not address how the region can support those communities dealing with the most direct impacts of freight movement. (Will County CED) • Truck Congestion is a huge issue in Lake County that needs to be addressed. (Lake County Chamber of Commerce)	*As a policy-based plan for the region, GO TO 2040 does not specify the role of particular areas of the region, unless citing examples or case studies. Community impacts are covered in Current Conditions and the Recommendations. Addressing the level of investment is also discussed in the plan. In the Recommendations, Integrating Freight Needs section, a sentence was added about land use impacts and the use of modeling and analytical tools to assist communities with addressing freight impacts.*
• Support CREATE, but would like an expedited development of CREATE II for the collar counties. (Will County Governmental League [WCGL], Crete, and	*No change made. GO TO 2040 acknowledges that CREATE will not solve all of our region's rail issues and that further improvements in CREATE II are needed, but*

Manhattan) • CREATE represents long-term investment of public funds that would not be available for other freight-related projects. Investments in CREATE would have regional benefits even though the improvements are targeted to Chicago (Will County CED).	*the first one should be completed before we move on to CREATE II.*
• Include truck parking availability. (Metropolitan Planning Council [MPC])	*No change made. Truck parking availability is included in the following sections of the plan: Current Conditions, Recommendations, and the Implementation Action Areas.*
• CMAP should adopt a cooperative stance in order to gain the support of local governments faced with accommodating trucking facilities in their community. (Will County CED)	*No change made. Staff agrees and the following is included in the Recommendations, Regional Trucking Improvements section: "(CMAP) should work in cooperation with the locally impacted communities in order to address potential impacts…"*
• The Class I Railroads are sensitive to the Freight Authority, but since the plan suggests that these ideas be "explored", they do not object. (Union Pacific, Class I Railroads) • Freight Authority should be studied further before recommending its creation. (WCGL) • Clarify the process for creating new advisory bodies including freight authority. (DuPage Mayors and Managers Conference) • Establish a Freight Authority similar to the Tollway. (Manhattan) • Freight discussion requires work with affected communities in planning and implementation of solutions. A freight authority could include some tolling is proposed. Needs further review at the regional level. (Hoffman Estates) • The Village has strong concerns with creating a Freight Authority within an existing agency with such strong powers. It already exists in CREATE. If it is established, it is critical that all railroads fully participate in and fund CREATE. (Barrington)	*No change made. The plan states that the Freight Authority should be explored, not immediately created. The process for the exploration has not been proposed. This would be a subsequent step following the adoption of GO TO 2040.*
• Explore dedicated funding options for the freight system. Rail diversion strategies, increasing what is moved through rail. (Chicago Metropolis 2020 Interns) • Briefly mentions user fees and container charges, but doesn't recommend them in the plan. (MPC)	*No change made. The proposed Freight Authority would explore funding options for the freight system. The plan does not explore rail diversion strategies. In future planning efforts this could be considered upon completion of a study to understand the advantages of increasing cargo to rail.*
• The 2040 plan is a job well done, and it is supported by the Class I Railroads. (Union Pacific, representing the Class I Railroad) • Similar comment from the CREATE Advocacy Committee. (Illinois Department of Transportation [IDOT], Chicago Department of Transportation [CDOT], Class I Railroads)	*No change made.*
• Supports the study of truckways on future infrastructure improvements. (WCGL)	*No change made.*

• Advocate for the expansion of federal investment in our freight system. Effective public policy is an opportunity for the region to be more proactive in freight issues. Freight needs a dedicated source of funding. (Will County CED)	*No change made.*
• Transportation solutions should duly provide links to intermodal facilities and protect our natural areas – specifically, projects near Midewin, such as the Illiana. (Openlands)	*No change made. Environmental considerations should be part of every transportation project.*

Public Comments from Open Houses

Comments heard at the open houses concerning the freight network were whether the railroads had been involved in the planning process, freight related training opportunities and the workforce needs of the freight providers, local community impacts, and safety concerns. Additionally, questions were asked about the proposed Freight Authority.

These comments were consistent with written comments received, and responses to similar comments can be seen in the matrix above. For a full summary of statements at the open houses (or other comments noted above), please see the compilation of comments at http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.

Other Chapters or General Comments

Public comments concerning other sections of *GO TO 2040* – including topics that were not discussed in detail in the plan – are summarized below. Staff recommendations for the treatment of each comment are also described, including whether a modification to the plan is justified. For changes that are recommended to be made, the section and subsection of the chapter are specified. For example, a reference to "Benefits, Economic" means that a change was made in the section on "Benefits" under the subheading "Economic."

Comments are attributed to the organization that made them; in addition, some comments were suggested in stakeholder meetings or open houses, and some were initiated by staff. Comments from individuals are attributed to "resident" without specifying the individual's name.

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Public Comments	*CMAP Staff Response*
• Add more demographic information- how is population changing? How are the suburbs growing? What about age and racial makeup? (numerous commenters including Pace, Kane County, and Will County)	*A new subsection was added. (Challenges and Opportunities, Regional Demographic Changes)*
• Arts and culture need to be further discussed in the plan and should be a "top recommendation". (300+ residents, various other stakeholders)	*Additional discussion of arts and culture was added in several places. The major addition was made to the Challenges and Opportunities, Quality of Life section; this now discusses the importance of the arts to our quality of life and economy. It also now appears in the Executive Summary and Land Use and Housing chapters as well. However, making arts a "top recommendation," which would involve adding a new chapter concerning the arts, is not recommended by staff.*
• Add caption to cluster illustration explaining how to read it. (staff initiative)	*Caption was added. (Challenges and Opportunities, Economy)*
• The Challenges and Opportunities chapter mentions water quality on p.26 but then only water conservation on p.42. (Environmental Defenders of McHenry County)	*Language was added. (Challenges and Opportunities, Introduction; Challenges and Opportunities, Environment)*
• More recognition of the regional importance of Lake Michigan (water supply, transportation, recreation, tourism, aesthetics, etc.) and the threats to the Lake that will impact the region need to be covered in more detail in the plan. (Lake County Stormwater Management Commission)	*Language was added. (Challenges and Opportunities, Environment)*
• Challenges and Opportunities section says air and water quality have declined -- note that some improvements in air and water quality have occurred. (Metropolitan Water Reclamation District)	*Language was added. (Challenges and Opportunities, Environment)*
• Concerned that the plan does not address specifically access to quality health care. (Northwest Community Hospital Foundation, Chicago Department of Public Health)	*The plan's approach to health focuses on its environmental determinants – a healthy environment, access to open space, and access to fresh food, for example. Access to health care was already noted as important in the Public Transit section*

	(Benefits, Economic). In response to this comment, language was added in Challenges and Opportunities, Housing and Social Systems.
• There is not enough emphasis placed on the terrible state/local fiscal situation and the pressure on local services. (Metropolitan Planning Council [MPC], stakeholder meeting)	*Language was added. (Challenges and Opportunities, Governance)*
• Add a paragraph about the plan's overall philosophy on the state fiscal situation, taxes and spending. (staff initiative)	*Language was added. (Challenges and Opportunities, Governance)*
• The role of counties needs further discussion to adequately reflect their role as important implementers of the plan. (Kane County)	*Additions were made to the Executive Summary and Context and Best Practices chapter (Counties and COGs, Livable Communities). Counties were also added as implementers in a number of areas in the Land Use and Housing section.*
• Counties should be noted as potential funders of transit in the Context and Best Practices chapter. (McHenry County)	*This addition was made.*
• Include an additional context example regarding aging in place and disability access. (stakeholder meeting)	*CMAP has included the Bolingbrook visitability code as a case study in the Context and Best Practices section. (Municipal, Land Use and Housing)*
• Business location decisions should be addressed at the local level, not regionally. (Will County)	*No change made. The point of this part of this chapter is to discuss how location decisions are made from the business perspective, not from the perspective of local government.*
• Safety should be paramount when weighing transportation decisions. (Will County)	*No change made. The plan emphasizes this already.*
• Include some recommendations in this section. (Metropolis 2020 Interns)	*No change made. This chapter addresses challenges and opportunities; recommendations come later.*
• Coordination toward meeting multiple regional goals is good, but CMAP should not dilute its efforts by addressing too many issues. The focus should be on land use and transportation, CMAP's core issues. (Will County, Will County Center for Economic Development [CED])	*No change made. The recommended implementation actions for subjects outside the fields of land use and transportation focus primarily on research, data collection and analysis, and coordinating or convening key stakeholders. These actions are within CMAP's core responsibilities.*
• Additional focus on the implementation actions, including bringing them to the front of each section, would make the plan more actionable. (City of Evanston)	*No change made. The implementation actions are very important, and will be further emphasized and summarized on the GO TO 2040 website. However changes in chapter organization are not recommended to be made.*
• A chapter that summarizes implementation actions by implementer would be useful. (DuPage Mayors and Managers Conference [DMMC])	
• The plan should clarify how CMAP's organizational structure will be used to support plan implementation. (DMMC)	*No change made. This is a very important point and adjustments to the organizational structure should be made to focus on implementation, but this does not need to be discussed within the plan itself (i.e. it's a post-plan activity).*
• Prioritizing plan implementation is necessary because of the variety of topics covered. (Lake County)	*No change made. This is true, and will be done through CMAP's annual work plans.*
• Improved coordination between economic development activities at local, county, and state levels would be useful; the plan could provide	*No change made. The Education and Workforce Development and Economic Innovation sections recommend drilling into specific economic sectors to advance*

year-by-year tactical strategies to accomplish this. (DuPage County)	*coordination. As noted above, specific prioritization of actions each year will be done through CMAP's annual work plans.*
• Remove statement in Introduction that "the region can no longer afford not to plan effectively. CMAP was created…because local officials and business leaders understood that reality." (Channahon)	*No change made. CMAP was created because it was recognized that planning for transportation and land use separately was not effective, which is what this statement seeks to communicate. There are many good examples of successful planning that predate CMAP, some of which are highlighted in the Context and Best Practices chapter.*
• Disagrees with the classification that Healthcare and Biomedical is not an industry cluster concentrated in northeastern Illinois or Lake County. (Abbott Labs)	*No change made. This chapter indicates that it is an important industry cluster - however, the data indicate that it is not particularly concentrated here relative to other places.*

Public Comments from Open Houses

Many of the comments heard at open houses mirrored the written comments described above. For a full summary of statements at the open houses (or other comments noted above), please see the compilation of comments at http://www.goto2040.org/uploadedFiles/RCP/Draft_Plan/Public_Comments_Received_081010_small.pdf.