FFY 2020-2024 STP – Shared Fund Recommended Program
Public Comments received July 18 – August 19, 2019

Comments from partner agencies and federal elected officials

Comments from applicants

Comments in support of specific projects

- Burnham Avenue Grade Separation
- CTA Green Line Austin Station Accessibility Improvements
- Plainfield – 143rd St. East Extension
- Homewood Station Renovations (included in separate files)
Comments from partner agencies and federal elected officials
VIA EMAIL

August 9, 2019

Erin Aleman, Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Dr., Ste. 800
Chicago, IL 60606
ealeman@cmap.illinois.gov

RE: STP-Shared Fund Recommended Program

Dear Ms. Aleman:

I am writing today to provide comments to the CMAP staff recommended STP-Shared Fund Program.

CMAP’s call for FFY 2020-2024 STP-Shared applications states the program’s intent is to fund “important regional projects that address regional performance measures and the goals of ON TO 2050.” We agree wholeheartedly with this goal. However, we are concerned the current staff recommended program passes up high scoring regionally important projects in favor of lower scoring projects. Upon discussion with CMAP staff, CDOT has come to understand this inconsistency between the goals and recommendations is due to CMAP programming policies that were intended to promote full funding of projects at the amounts and in the years requested. While these policies may have merit, they were not written in the call for projects and were not clear to multiple applicants and members of the Project Selection Committee. Specifically, CDOT is concerned with the unwritten policy to effectively disqualify any project that requested more than $40M in a given year and to not consider partial funding of projects.

In the interests of maintaining an open and transparent project selection process, it is important to ensure the performance-based metrics agreed upon are followed to the maximum extent possible. This will help fulfill the primary goal of the STP-Shared program to fund important regional projects. Furthermore, we believe CMAP’s decision to implement policies not included in the written application booklet is a significant error in the process of developing the staff recommended program. Instead of proceeding with implementing unwritten policies when faced with the challenge of allocating funding to
high ranking projects for which full funding at the amounts and in the years requested would not be possible, it would have been better if CMAP staff had immediately suspended the scoring process and initiated an open and transparent consultation with the Project Selection Committee to determine how to best proceed before initial project scores were released.

CDOT realizes the difficulty of making changes now after the recommended list has already been released. Nevertheless, in order to ensure the most important regional projects are funded as determined by the agreed upon performance-based selection criteria, CDOT would like to see an alternate program developed for consideration by the Project Selection Committee. This alternate program should be developed adhering to the project scores from the top down without skipping over higher ranked projects in favor of lower ranked projects. If funding for a more highly ranked project cannot be fit into the year requested, the sponsor should be given the option of either partial funding in the year requested or whole or partial funding in a later year. This program would continue to move down the list until all funding is programmed. The alternate program should also maintain CMAP’s current recommendation to only consider projects that applied for STP funds.

Thank you for your consideration. I look forward to your response and to continuing to work together cooperatively to implement important regional projects that address regional performance measures and the goals of ON TO 2050.

Sincerely,

[Signature]

Thomas Carney
Acting Commissioner

Cc: Jesse Elam, CMAP (JElam@cmap.illinois.gov)
Transportation Program Public Comment (transportation@cmap.illinois.gov)
August 9, 2019

Ms. Erin Aleman
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Re: Draft STP Shared Fund Program

Dear Ms. Aleman:

The Cook County Department of Transportation and Highways (CCDOTH) is writing in support of the draft STP Shared Fund Program recommended by CMAP staff at the July 18th Project Selection Committee meeting. The shared fund was established to advance larger-scale regional projects with strong performance on key indicators identified by the STP Project Selection Committee. The use of consensus performance measures tied to the goals of ON TO 2050 provided an objective assessment of the relative merits of projects and added rigor to the review and selection of STP Shared Fund projects.

The recommended program stands out for:

- **Being multimodal** – Not only does the program include a range of projects across all modes of transportation, it also features individual projects that address the needs of many users. Projects that improve both roads and transit like the Canal Street viaduct, roads and freight like the proposed grade separation at US Route 14, and roads, freight and transit as in the Burnham Avenue grade separation exemplify the strength of the list of recommended projects.

- **Supporting the region’s status as North America’s freight hub** – Truck route improvements such as the 143rd Street and East Avenue extensions and the Cottage Grove Avenue grade separation (CREATE GS23a) support industries that connect the region to the global economy while also helping municipalities modernize transportation facilities under local jurisdiction that serve the broader metropolitan area.

- **Investing in transit** – Projects like the Homewood Station, the Green Line Austin Station, and the University Park Station help make transit more attractive and accessible to riders, reduce congestion and keep household transportation costs affordable.
Re: Draft STP Shared Fund Program

- **Providing a foundation for inclusive growth** – The recommended program distinguishes itself by providing significant support for projects in disadvantaged communities. The award of Phase I funding for two grade separations in the Southland begins to address the fact that this part of the region shoulders a disproportionate burden of the motorist delay caused by freight trains and has historically received less than its fair share in public capital funding.

In my opinion, the STP Shared Fund Program as designed provides an evidence-based approach to decision making. That said, the creation of such a program is as much art as it is science. The proposed program prioritizes and allows for the completion of much-needed regional projects while maintaining balance across modes and jurisdictions.

At the Project Selection Committee meeting on the 18th the suggestion was made to allow for the partial funding of projects—a suggestion that would significantly alter the agreed-upon process and the resulting program. Cook County looks forward to participating in an evaluation of this first year of the STP Shared Fund over the upcoming months.

In the meantime, I urge you to bring the program as currently constituted to the committees that must review it, so the Board and Policy Committee can officially approve it. If you have any other questions or concerns, please contact Maria Choca Urban at (312) 603-1652 or maria.chocaurban@cookcountyil.gov.

Very truly yours,

John Yonah, P.E.
Superintendent
Department of Transportation and Highways
Cook County, Illinois
August 1, 2019

Chicago Metropolitan Agency for Planning (CMAP) STP Project Selection Committee
233 South Wacker Drive, Suite 800
Chicago, IL 60606

The DuPage Mayors and Managers Conference (DMMC) thanks CMAP for the opportunity to comment on the STP Shared Fund staff recommended program. DMMC recognizes the significant time that went into the review of applications and thanks CMAP staff for their hard work throughout this process.

At the July 18, 2019 meeting of the STP Project Selection Committee, CMAP staff presented a review summary of the process used to score proposals. DMMC supports the process used for developing the staff recommended program and supports the DuPage area project that was recommended to be programmed for funding, the North Aurora Road project in the City of Naperville.

At the July 18 meeting, the Project Selection Committee authorized releasing the staff recommended program for public comment that includes a note asking for feedback on a proposal that would allow for partial funding of project applications. DMMC does not support this proposal for this first Call for Projects. The STP Shared Fund has been described as a program that provides the funding necessary to complete projects, and the methodology rewards applications for providing higher than the required local match. This proposal would allow applicants for this Call for Projects to provide supplementary information, their willingness to accept a lower share of funding, after the application deadline.

As this is the first year of the STP Shared Fund, DMMC looks forward to participating with all stakeholders in a robust evaluation of the first Call for Projects, where changes to the program (such as allowing partial funding) could be discussed. However, as part of this first Call for Projects, DMMC respectfully requests that the Committee approve the CMAP staff recommended program as was sent for public comment.

Thank you for your consideration of these comments.

Sincerely,

Steve Chirico
President, DuPage Mayors and Managers Conference
Mayor, City of Naperville
August 15, 2019

Ms. Erin Aleman
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Ms. Aleman,

The Kane County Division of Transportation would like to congratulate CMAP on completing the first STP-Shared Fund call for projects. This new funding source is beneficial to the entire region, allowing all agencies to receive federal funding to complete projects that may have had a funding shortfall. Creating a new methodology from scratch and programming the proposed projects is no small task and Kane County appreciates all of the work completed by CMAP staff to ensure this process went smoothly.

Thank you for the opportunity to provide comments on the proposed program of projects for STP-Shared Fund, CMAQ, and TAP-L. We have comments on the STP-Shared Fund process and the recent CMAQ call for projects.

STP-Shared Fund
Kane County Division of Transportation requests no changes to the proposed program of projects brought forth by CMAP at the July 18th STP Project Selection Committee. Projects were programmed using the approved methodology and any changes to the programming procedure would be unfair to the region. As part of a future analysis of the call for projects, there should be a consideration for partial funding. Applicants are awarded points for providing a higher local match than is required and perhaps agencies would be willing to contribute even more if partial funding was an option. In addition, the Council bonus points system should be evaluated with consideration of fewer bonus points allowed or a maximum point sharing between Councils in alignment with Council maximums. The Project Selection Committee and CMAP staff should also examine how Councils can allocate points to other Councils, possibly restricting it to projects that truly benefit residents in the Council’s geographic area or are for an adjacent Council.

CMAQ/TAP
Projects that include roundabouts continually appear to score low using the CMAQ model, but are known to alleviate congestion. These projects improve air quality but that benefit is not captured in the model or scoring. KDOT requests that the CMAQ Project Selection Committee and CMAP staff work together to ensure roundabout applications are fairly scored in the next call for projects in 2021.

Please do not hesitate to contact our Deputy Director of Transportation, Tom Rickert, if you would like to discuss this further. He can be reached at 630-584-1170 or via email at rickerttom@co.kane.il.us.

Sincerely,

[Signature]

Carl Schoedel, P.E.
Director of Transportation, County Engineer
STP-Shared Fund, CMAQ and TAP-L Staff Recommended Programs

August 1, 2019

Ms. Erin Aleman
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Ms. Aleman:

The Lake County Council of Mayors (LCCOM) thanks you for the opportunity to provide comment on the recently released staff recommended programs for the STP-Shared Fund, CMAQ, and TAP-L programs. On behalf of our 47 member communities, the LCCOM believes that the staff recommended programs for the STP-Shared Fund, CMAQ, and TAP-L programs should all be adopted as released for public comment.

The LCCOM wishes to applaud CMAP staff for all their hard work and long hours in development of the new STP-Shared Fund Program in particular. Creating a new regional funding program and changing the long-held way of programming critical transportation funds in the region is no small task. CMAP made stakeholder outreach a top priority in both the development and now the implementation of this new regional program, and we commend staff for their efforts. The LCCOM wishes to specifically commend Kama Dobbs and Elizabeth Irvin for their efforts in development of the new STP Regional Fund and the policies that guide its implementation. Their leadership and technical support have allowed CMAP to develop the STP-Shared Fund in a way that should work for all parts of this very diverse region.

The development of the STP-Shared Fund has been nearly two years in the making. From the beginning of the development process, CMAP staff, with stakeholder agreement, stated that the purpose of this new program is to fund larger regional projects that can’t be funded with the local Councils’ allotments. Also stated from the outset of the program development was the need to have a fund source that closes funding gaps and does not create funding shortfalls. The need to ensure projects are fully funded and implemented is made even more critical with unobligated STP funding now being subject to rescission by the FHWA.

The LCCOM is concerned by the discussion at the July 18, 2019 STP Project Selection Committee meeting regarding the staff recommended program. The discussion amongst some members of the committee seemed to imply that project sponsors were not adequately informed of how CMAP staff would be creating the recommended program. The LCCOM believes that project sponsors were given ample information about the amount of available funds, the fiscal constraint of the program, and the Active Program Management rules. The STP Project Selection Committee spent a year developing the Active Program Management rules that set the framework for building a staff recommended STP-Shared Fund program of projects.

The April 11, 2019 meeting of the STP Project Selection Committee was dedicated to CMAP staff discussing the programming decisions that would be used to build the recommended STP-Shared Fund program. There were no objections from the members of the STP Project Selection Committee...
when presented with how the program would be created. The opportunity existed for all sponsors to raise objections at that time, none did so.

The LCCOM also has concerns with the awarding of partial STP-Shared funding towards projects. The region just spent two years of effort to develop new Active Program Management rules specifically to ensure projects are delivered in a timely manner and that the region will not risk future federal funds as projects are delayed. The LCCOM believes that awarding large projects partial funding from the STP-Shared Fund unnecessarily risks the limited federal transportation funds that come to our region. These regional projects are already inherently complex and introducing another source of potential delay to the projects while sponsors try to assemble additional funding puts the region’s program and federal funding at risk. At a minimum, any changes to the methodology for the programming of STP-Shared Fund projects and the potential to include partial funding of projects should more appropriately be discussed by the Project Selection Committee ahead of the next call for projects cycle.

The LCCOM wishes to again commend CMAP staff for the extensive stakeholder outreach throughout this process and the STP-Shared Fund program was shaped and refined with the input of those that will be most affected. The LCCOM firmly believes that the rules that were developed for the STP-Shared Fund should be followed through to the approval of the staff recommended program of projects.

Any changes to the rules at this stage would do the entire region a disservice, and undermine the enormous effort of CMAP staff, stakeholders and the Project Selection Committee have made so far. Therefore, the LCCOM encourages the STP Project Selection Committee to approve the staff recommended program of STP-Shared Fund projects as presented.

Sincerely,

Leon Rockingham, Jr.
Chair, Lake County Council of Mayors
Mayor, City of North Chicago

cc:  Jesse Elam, CMAP
     Council Staff, LCCOM
STP-Shared Fund, CMAQ and TAP-L Staff Recommended Programs

August 6, 2019

Ms. Erin Aleman
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Ms. Aleman:

The Lake County Division of Transportation (LCDOT) appreciates the opportunity to provide comment on the staff recommended programs for the STP-Shared Fund, CMAQ and TAP-L Programs. After review, we offer the following comments for CMAP’s consideration:

**STP-Shared Fund Program**

- LCDOT would like to commend CMAP staff for the development of the new STP-Shared Fund. CMAP made stakeholder involvement a top priority. This led to development of a set of policies that were shaped by the stakeholders and designed to work for all parts of our region. While we are disappointed that a LCDOT project(s) was not funded, we are encouraged by the geographic mix of the recommended program.
- LCDOT does not support the awarding of partial STP-Shared funding towards projects during this call for projects. Changes to the rules at this stage would undermine the enormous effort that CMAP staff, stakeholders and the Project Selection Committee have made. Proposed changes to the methodology, including allowances for partial funding of projects, should be considered by the Project Selection Committee ahead of the next call for projects cycle.

**CMAQ/TAP-L Program**

- The LCDOT would like to echo concerns heard from other counties regarding the scoring of roundabouts. Roundabouts are an effective way to provide congestion relief and significant safety benefits. While we recognize that CMAQ is an air quality program, we request that the model be re-evaluated before the next project call to ensure roundabouts are being modeled appropriately.

The Lake County Division of Transportation encourages the STP and CMAQ Project Selection Committees to approve the staff recommended programs as presented.

Sincerely,

Shane E. Schneider, P.E.
Director of Transportation/County Engineer

cc: Jesse Elam, CMAP
Mayor Leon Rockingham, LCCOM

www.lakecountyil.gov/transportation
August 15, 2019

CMAP
ATTN: Transportation Program Public Comment
233 S. Wacker Dr., Suite 800
Chicago, IL 60606

CMAP STP Project Selection Committee:

The South Suburban Mayors and Managers Association respectfully submits the following comments on CMAP’s FFY 2020-2024 Surface Transportation Program (STP) Shared Fund:

1. We are thrilled that five (5) south suburban projects scored well and rose to the top of a very competitive project list. The South Council projects that have been recommended for programming over the next four years are:
   - Homewood Metra Station Reconstruction: $9,250,212
   - Burnham Avenue Grade Separation: $3,800,000
   - Joe Orr Road Extension: $2,500,000
   - University Park Metra Reconstruction: $2,500,000
   - Cottage Grove Avenue Grade Separation (Dolton) $2,000,000

   We fully support these projects and agree they warrant FFY 2020-2024 STP Shared Fund funding.

2. SSMMA is concerned about the scoring related to Project Readiness. For communities applying for Phase 1 funding, the scoring methodology needs to be changed. Please consider that Cohort 4 communities asking for Phase 1 funding and use of Transportation Development Credits have not had the funding or local match to complete any studies for the data required. The requirement or points based upon this “readiness” handicaps and reduces the ability for Cohort 4 communities to compete with Cohort 1 communities. This is the antithesis of an inclusive growth agenda.

3. Further, CMAP’s Inclusive Growth points model appears to be faulty. Communities in the South Suburbs that are Cohort 4 communities are not qualifying for a maximum number of these points. When Cohort 2 suburbs receive 10 points and Cohort 4 communities receive fewer points, the Inclusive Growth points system that CMAP developed doesn’t work to provide Cohort 4 communities any real benefit; thus it is not advancing Inclusive Growth strategies via policy implementation. Going forward, SSMMA strongly recommends that all Cohort 4 communities should receive 10 points in this category.
4. **SSMMA has concerns that the Transportation Impact scores appear to reward areas with large populations.** Many South Suburban communities have lower population numbers and limited ability to grow as they have long been built out as inner ring suburbs. Others have suffered disinvestment and depopulation. We know transportation improvements provide disinvested areas with options for reinvestment and improved quality of life so favoring larger communities with Transportation Impact points hinders the ability of smaller communities’ projects to compete and spur reinvestment.

These are specific issues and concerns that we believe need to be addressed before the next call for projects. In addition, we want to comment on the potential to allow for partial funding of project applications. **SSMMA does not support this at this juncture as it deviates from the consensus process for selection of FFY 2020-2024 STP Shared Fund projects.** CMAP should not consider changing the rules developed for this round of the STP Shared Fund to allow for consideration of partially funded projects at this time. This would introduce a change in the way projects are evaluated AFTER the application deadline. As this is the first year of the STP Shared Fund, there will be opportunities in the future to consider changes to the program, including allowing partial funding, after more regional dialog and assessment.

You may be aware that SSMMA members and staff had raised concerns over the plan for redistribution of STP funds starting in 2020 which reduced the amount of funding available to the South Council by nearly $900,000 per year. We challenged CMAP on this policy change, particularly as it impacts the most resourced challenged area in the region—the South Suburbs. We were assured CMAP would formulate an inclusive, robust process to evaluate FFY 2020-2024 STP Shared Fund projects for funding that would be developed with regional consensus. We believe it has done so.

But, if CMAP considers any change to the process for FFY 2020-2024 STP Shared Funds, **ALL processes should be reevaluated, especially as relates to Inclusive Growth, Transportation Impact, and Project Readiness points as noted above.** Moreover, opening up the consensus derived points system jeopardises other aspects of the STP program. SSMMA and the other COGs agreed to follow the process set forth by this Committee, including having funds swept if we do not follow the Active Program Management process. We must feel confident that CMAP will follow the policies they have set forth, including no partial funding, until such time as the region considers future changes to the STP program. There will, and should, be a full assessment and analysis done following the first round of STP Shared Fund funding allocation to determine if any change is needed.

Thank you for your consideration. We look forward to the successful implementation of the FFY 2020-2024 STP Shared Fund program as recommended, including the five South Council projects, in the near future.

Sincerely,

Mayor Tyrone Ward
SSMMA President
Mayor, Village of Robbins

Kristi DeLaurentiis
SSMMA Executive Director
August 6, 2019

CMAP
ATTN: Transportation Program Public Comment
233 S. Wacker Dr., Suite 800
Chicago, IL 60606

CMAP STP Project Selection Committee:

The SSMMA Transportation Committee was pleased to see all of the amazing South Suburban projects rise to the top. However, as Chairman of the Transportation Committee, I was concerned when I learned of what was being proposed regarding the use of the new STP-Shared Fund. Early on I was concerned that smaller communities would be trumped by much larger projects leaving little to no money for smaller communities.

Below are specific issues and concerns that we believe need to be addressed before the next call for projects:

1. The Inclusive Growth points model appears to be inaccurate. Communities in the South Suburbs who are Cohort 4 communities are not qualifying for these points. When the two higher middle class suburbs receive 10 points and Cohort 4 communities receive much less, what you’re doing isn’t working as originally proposed. All Cohort 4 communities should receive 10 points in this category.

2. Transportation Impact scores appear to reward areas with large populations. Many South Suburban communities have had disinvestment and don’t have the population numbers of larger cities. We know transportation improvements provide disinvested areas with options for reinvestment and improved quality of life.

3. Project Readiness for communities applying to Phase I needs to be changed. If a community is a cohort 4, asking for Phase 1 funding, and Transportation Development Credits, they obviously do not have the funds to complete a study for the data required. This will continue to disallow Cohort 4 communities from competing with Cohort 1 communities.

As you have read above, we have concerns with the scoring criteria. We also have concerns about allowing partial funding for the City of Chicago Canal Street project.
If CMAP chooses to change the process for the City of Chicago, you need to allow all processes to be reevaluated. Inclusive growth, transportation impact, project readiness points, and permit all other projects to submit any items to allow them tally more points. SSMMA has concerns and is following the process set forth by this Committee. SSMMA has even agreed to have our funds swept if we do not follow the Active Program Management process. We need assurances that CMAP will follow the policies they have set forth for everyone, including no partial funding.

Sincerely,

[Signature]

Michael Einhorn, Chairman
SSMMA Transportation Committee
And
Mayor, Village of Crete
August 6, 2019

Chicago Metropolitan Agency for Planning
Transportation Program Public Comment
233 S. Wacker Dr., Suite 800
Chicago, IL 60606

Project Selection Committee:

The Will County Governmental League writes today to express support for the STP-Shared Fund, including both the development of the application process and of this specific recommended five-year program. We fully recognize the difficulty of devising an equitable process which allows regionally significant projects to receive the funding needed to advance a project from idea to letting.

In order to get to this point, numerous stakeholders have invested over two years of their time to develop the processes for the call. This included everything from project eligibility to program development. Throughout this entire process, CMAP has been transparent in the manner in which the program is to unfold. Numerous presentations from CMAP staff, both at CMAP as well as across the region, included facts ranging from the application materials to the program’s annual fiscally constrained limit. As a result, this new program includes an excellent cross-section of road, bridge, and transit projects from all across the region.
The Project Selection Committee established and voted on all of the processes for the STP-Shared Fund before the first call for projects in January 2019. Will County Governmental League is opposed to any potential changes to the approved methodology and project selection criteria used for the STP-Shared Fund for this round of funding. This is especially due to the fact that the recommended program has been published and is open for public comment.

Overall, we believe CMAP staff, as well as all involved committees and key stakeholders have acted in an equitable, transparent manner in producing this program, which will ultimately prove an enormous benefit to the entire region. With this in mind, the Will County Governmental League fully supports the STP-Shared Fund process as well as the recommended five-year program.

Sincerely,

Hugh O’Hara
Executive Director
Will County Governmental League
August 16, 2019

TO: Erin Aleman, Executive Director, Chicago Metropolitan Agency for Planning (CMAP)

FROM: Melody Geraci, Interim Executive Director, Active Transportation Alliance

RE: FFY 2020 – 2024 STP Shared Fund Staff Recommended Program

Thank you for the opportunity to provide feedback on the proposed program for the STP Shared Fund. It’s exciting to see the agency, local councils of government, and municipalities working together to invest federal surface transportation program (STP) funds more efficiently and effectively. We appreciate the transparent process CMAP led to develop and implement the program in its first year.

The new program has the potential to advance the regional goals outlined in ON TO 2050 and our mission at the Active Transportation Alliance to promote walking, biking and public transit to create healthy, sustainable and equitable communities.

Please let me know if you have any questions on the following feedback or would like to discuss further.

EQUITY

Including inclusive growth as part of the shared program scoring criteria is a step in the right direction, but it doesn’t guarantee that STP funds are prioritized for the highest need communities. Points from other categories could potentially overwhelm any points awarded for inclusive growth, resulting in mostly projects in higher resource communities getting funded. For example, many South Suburban communities score poorly in the jobs and households category because they’ve suffered from decades of disinvestment. These areas should be investment priorities.

- **Recommendation:** Set aside at least 25% of STP shared funds for communities that meet CMAP’s definition of high-need communities for the LTA program.

Allowing low-income communities to use credits to cover the 20% local match is another critical step, but the financial commitments category still awards more points to communities that cover more than 20% or include other funding sources.

- **Recommendation:** Award all possible points (5) in the financial commitments scoring category for communities that meet the LTA definition of high-need and are using credit to meet the local match requirement.

TRANSIT

Boosting transit ridership is a priority in ON TO 2050 but none of the projects in this year’s program are likely to contribute to progress in this area. Station rehabilitations needed but unlikely to
significantly impact ridership. In CMAP’s Transit Ridership Growth Study, improving stations had no impact on transit modeshare, finishing last among the evaluated factors.

- **Recommendation:** Work with stakeholders across the region to assess ways to better use STP and other funding sources to fund projects that enhance the frequency of transit service, speed, and reliability, and thereby increase transit ridership.

### COMPLETE STREETS

Illinois Complete Streets law requires IDOT to include safe walking and bicycling facilities in all projects in urban areas. Yet many STP Shared Fund applications don’t meet this basic requirement.

- **Recommendation:** Require all applicants to include context appropriate Complete Streets facilities in their projects, rather than having a Complete Streets set-aside in the scoring criteria. Establish a standard for what projects qualify as meeting the Complete Streets requirement. If this change isn’t made, at a minimum, more points should be awarded for Complete Streets given the proven safety benefits for all users.

When applications are rewarded for Complete Streets elements, often they don’t include enough detail to effectively evaluate impact. If they are funded, often land acquisition costs or other issues result Complete Streets elements getting eliminated from the final design.

- **Recommendation:** Ensure that funded projects that propose Complete Streets elements are feasible, and that there are no costs (e.g. land acquisition, utilities) or other issues that will result in the elimination of the facility from the final design.

Walking and bicycling projects are in high demand across the region and have proven to make our streets safer for all users while boosting community health, equity, and sustainability. High-impact bike ped projects that generate significant mode shift and crash reduction are particularly difficult for communities to fund – yet they are not eligible for STP shared funds. Existing programs that fund walking and bicycling projects rarely fund on-street facilities.

- **Recommendation:** Add walking and bicycling projects as an eligible project type for the STP Shared Fund.

### ROAD RECONSTRUCTION AND EXPANSION

Road widening and expansion projects can often create uncomfortable environments for pedestrians and bicyclists. These projects should be designed to ensure that people of all ages and abilities are able to safely travel along and across. New roadways should be built to include Complete Streets now so that communities do not have to do expensive retrofits in the future.

- **Recommendation:** Require all road expansion and road widening projects to include context appropriate Complete Streets facilities.
Dear Ms. Aleman:

We applaud CMAP's use of transparent criteria for the new STP Shared Fund to prioritize investments so that our regional investments will generate the greatest benefits for our region. The Metropolitan Planning Council is currently in the process of conducting research on how metropolitan planning organizations (MPOs) prioritize transportation projects using performance-based planning methods. We have reviewed the methods of many of the largest MPOs in the country as well as the criteria in use for the first time for prioritizing projects in CMAP's new STP Shared Fund. In the spirit of seeking that the criteria used are as effective as possible at identifying projects that will deliver the most regional benefits and align best with the ONTO 2050 goals, as well as avoiding unintended consequences, we share these observations and recommendations about the specific criteria and process for your consideration. While the criteria were developed in 2018, now that we are seeing them applied for the first time, we can take a practical view of their strengths and opportunities for improvement.

Eligibility

Given the extensive and urgent needs for better quality and safer bicycle and pedestrian infrastructure in the region, we find the exclusion of bicycle and pedestrian projects as eligible projects to be a major issue. There is no shortage of significant bicycle and pedestrian needs in this region to connect significant network gaps, including projects that exceed the $5 million project cost threshold. This is evidenced by the large number of network gaps identified in the Regional Trails and Greenways Plan, the need for improvements identified in the Trail Connect Chicagoland plan, and by the excellent new Regional Sidewalk Inventory, which can now be used to identify pedestrian gaps such as the significant number of bus transit stops that are not served by sidewalks. Especially given that key performance indicators for the ONTO 2050 plan include completion of projects in the Greenways and Trails Plan and population and employment located in highly walkable areas, bicycle and pedestrian project types should most certainly be eligible for this very flexible Surface Transportation Program.
The existence of other funding programs that do fund bicycle and pedestrian projects is insufficient reason to exclude these most basic and critical categories of transportation projects from eligibility for this funding category.

**Considerations for Current Criteria**

Below we summarize some of the challenges or unintended consequences that may arise from application of the criteria in their current form. We hope these observations can inform future iterations of the criteria.

- **Financial Commitments:** This criterion awards more points to projects with higher matching funds. This disadvantages communities with limited resources to provide a local match. All sponsors must provide a minimum of 20 percent match, and CMAP made an effort to mitigate the challenge of raising local match by low-income communities by enabling use of toll credits as up to 20 percent match for the lowest income communities. However, this does not fully mitigate the issue as communities receive only 1 out of 5 points if they provide a 20 percent match, and those that can provide higher than a 20 percent match can receive up to the full 5 possible points for this category.

- **Jobs/Housing Benefit:** this criterion does not make the distinction of increased access for jobs and households from economically disconnected areas; instead, it considers the total number of jobs and households. To increase consideration of access to those who need improvements the most, this measure could also consider the socioeconomic status of communities to which access is provided.

- **Freight Movement:** The intention of this criterion is to account for the need for the transportation system to address freight demand and therefore considers truck counts in awarding points. However, this criterion does not appear to consider the population impacted by the increase in heavy vehicles (keeping in mind the Environmental Justice Executive Order 12898 aimed at avoiding disproportionately high and adverse effects on minority and low-income populations). Measures could be considered that would reduce or subtract points for projects that negatively impact sensitive populations, as some other MPOs have done. Additionally, lower resource communities that do not have the capacity to provide a count of heavy vehicles to submit as part of their application may not get any points if state data is not collected routinely for that facility, which CMAP can access.

- **Inclusive Growth Category:** While inclusive growth is a major focus of ON TO 2050, the maximum value of this criterion represents only 10% of the total score. Projects with 0 points in this field can still be top scoring projects if they did well in the other categories or receive a lot of bonus points. This category considers only the percentage of people of color below the poverty line. CMAP may wish to consider other disadvantaged groups that are considered in some other regions for similar efforts such as people with disabilities, people over age 65, zero vehicle households, single parent families, and people with low English proficiency (although there might be some overlap of groups).

- **Complete Streets:** Half of the potential points for this category (5 of 10 points) may be awarded for a project in a community having a complete streets policy in place, even if the project itself does not include any complete streets elements. This approach will not actively advance implementation of on-the-ground improvements for safe biking and walking through projects funded with STP-L. In a review of more than 20 of the largest MPOs in the country, none awarded any complete streets points only based on the community having a policy in place – all considered actual complete streets
elements of the project. We suggest that all these points be linked to actual complete streets project elements.

- **Bonus points**: The Council Support points that can be awarded by any Council of Governments for any project can make a significant difference in the current ranking. As shown by the way projects ranked in this first round of project evaluation, the top scoring projects are not those with more points for the CMAP-defined evaluation categories (Project Readiness, Transportation Impacts and Planning Factors) but the ones with more bonus points. If bonus points were not considered, the ranking would be different: except for the lowest scoring proposals, projects with the highest scores for inclusive growth would rank higher (transit stations and bus speed improvement projects). Most of these projects have zero bonus points for Council Support. If bonus points (Council Support) are retained, the process could ensure that sponsors submit justification of the reasons for awarding the points due to benefits not contained in the other categories, given this was the intended purpose of this category.

**Key Factors not Fully Addressed with Current Criteria**

- **Safety** – every dollar we invest has the potential to benefit or degrade the safety of people using our transportation system. In this process, safety is considered only as a one potential project category, and not as a factor on which all projects should be evaluated. We encourage CMAP to consult the [MPO Guidebook for Using Safety as a Project Prioritization Factor](#), which highlights how the safety impact of every project type and all projects should be considered in terms of their contribution to an overall safe transportation system. For example, any project that reduces vehicle miles traveled and shifts users to the safest modes should receive safety points. That is, any project that shifts transportation system users to transit or separated bicycle or pedestrian infrastructure should get full safety points. The current structure does not give the safest modes any credit for their role in moving people safely through the region.

- **Environmental impacts** of a project do not seem to be fully considered in this evaluation besides green infrastructure, which is water-specific. A category could be added that would consider whether improvements would result in decreased emissions. The consideration of the environmental impacts of transportation investments should not be limited to only the Congestion Mitigation and Air Quality (CMAQ) program but is an important facet of consideration funding for every transportation project, given that 29 percent of greenhouse gas emissions come from the transportation sector and that share has been rising.

- **Holistic consideration of transportation factors** - For certain project types, only some of the planning factors are considered. The only planning factors considered for all project types is inclusive growth and complete streets (although for many this relates to the existence of a complete streets policy in the community and not that complete streets elements are included in the specific project seeking funding). To ensure transportation projects are being considered holistically, it is worth considering if more criteria should be considered for certain project types. For example, a safety project cannot be awarded green infrastructure points; however, it is very possible that traffic calming projects with a safety benefits would include green infrastructure and there is currently no way to capture this benefit.
Additional Recommendations

- In addition to awarding points to projects that directly serve disadvantaged populations, the process could be modified to provide points directly based on the overall economic condition of the sponsor. This could be based on CMAP’s definition of community cohorts, so that communities rated as level 4 would get the most points.

- While the current structure awards points for serving/benefiting disadvantaged populations, the process could be structured to also penalize projects (subtracts points) that create a burden for disadvantaged populations in the spirit of environmental justice considerations, as has been done by some other MPOs.

Thank you for your consideration.

Sincerely,

Audrey Wennink
Director of Transportation
Ms. Erin Aleman  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite  
800 Chicago, Illinois 60606  

Dear Ms. Aleman:

I write today to congratulate the Chicago Metropolitan Agency for Planning, the Councils of Mayors and City of Chicago for establishing the Surface Transportation Program (STP) Selection Committee to develop and implement performance-based criteria for the region’s infrastructure project selection process. This forward-thinking process provides important public insight into the project selection process to ensure Federal, State and local resources bring the most value to northeastern Illinois. This effort will provide taxpayers with the confidence that their hard-earned dollars are invested in projects that maximize the public’s return. The Committee’s process is crucial to advancing the goal of efficiently modernizing Illinois’ transportation and infrastructure systems.

As a U.S. Senator, one of my top priorities is supporting strategic investments into Illinois’ transportation infrastructure to promote economic development, support a robust workforce and enhance public safety. It is my hope that other transportation investment decision-makers follow your lead by incorporating performance criteria into the project selection process to maximize the return on taxpayers’ investments. Transportation must function effectively for all users to ensure our economy can grow, our communities can prosper and our constituents maintain a high quality of life.

The Committee’s work on establishing a data-driven approach to transportation planning by implementing a transparent process with opportunity for significant public input is critical to advancing inclusive transportation infrastructure projects that benefit Illinois residents.

CMAP’s FY 2020-2024 Shared Fund Recommended Program list includes a robust selection of projects to achieve the strategic goals of our region. I strongly support this effort and look forward to working with you to expand this approach to communities throughout the state. The Shared Fund Recommended Programs includes a number of projects that I have discussed with constituents throughout our region to advance, like:

- The U.S. Route 14 Rail Grade Separation in Barrington (CFP03-19-0009);
- The 143rd Street East Extension in the Village of Plainwood (CFP12-19-0017);
- Renovating Metra’s Homewood Station (CFP18-19-0007);
- The CTA Green Line Austin Station Accessibility Improvements (CFP16-19-0033);
- The Dolton CREATE project grade separation (CFP07-19-0009);
- The 606 Trail Extension and Metra Clybourn Station Relocation (CFP01-19-0018); and
- Randall Road Improvements (CFP11-19-0010)
Please accept this letter of congratulations for establishing the Surface Transportation Program (STP) Selection Committee and their work to transparently prioritize important infrastructure projects for the region. I look forward to our continued work together. Should you have any questions, please contact my Chicago Director, Loren Harris, at 312.886.3506.

Sincerely,

Tammy Duckworth
United States Senator
Comments from applicants
To Staff and Committee members,

This is just a quick note to thank you for your work in creating the STP shared fund program. As a leader of a community with a highly ranked project, I write to affirm that the process worked well to reveal projects that are of regional transportation significance, enjoy broad-based regional support, and will positively affect transportation outcomes for thousands of (multimodal) users. Those of us who participated in the process feel that it is important to follow the established parameters through this first round and, as discussed throughout the process, adjust, if necessary, in the next project call for this fund.

Thank you for your efforts,

Karen Darch

Village President, Barrington
200 S. Hough St.
Barrington, IL 60010

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
Hello,

As part of the public comment process for the STP Shared Fund recommended program, I am submitting the attached letter on behalf of the Village of Northfield. Please contact me or Village Manager Stacy Sigman at (847) 446-9200 should you have any questions.

Thank you,

Josh Klingenstein

Joshua Klingenstein
Program Associate for Transportation
Northwest Municipal Conference
1600 E. Golf Road
Suite 0700
Des Plaines, IL  60016
Ph:  847-296-9200 ext. 128
Fax:  847-296-9207
Dear Mr. Klingenstein:

The Village of Northfield has reviewed the staff recommended program for the CMAP STP-Shared Fund, within which the Village’s submitted Happ Road project received a composite score of 60 but was not recommended for funding for the reason that the program was unable to fully fund all requested phases to complete the project. We would like to provide several comments for consideration during the open public review period:

- We understand the reasoning behind CMAP not providing partial funding for submitted projects, however, in a situation like Happ Road, with Phase I nearing completion and Phase II unable to begin due to lack of funding, providing funding for just Phase II at this time would allow the project to continue to move forward into an 18-24 month Phase II and land acquisition process while Phase III funding is sought in future programs’ calls for projects.

- Regarding this project’s individual scoring, could you explain why only 5 of 10 points were given for Complete Streets, when the project includes a continuous bikepath on one side of the roadway and a continuous sidewalk on the other for the entire length of the project, and the Cook County Department of Transportation and Highways (CCDOTH), a partner in the project application and the agency who has jurisdiction of the subject route, has a formal Complete Streets Policy.

- Regarding this project’s individual scoring, could you explain why only 1 of 5 points were given for Financial Commitments, when local funds are being committed for 20% of Phase II engineering, 100% of land acquisition, and 30% for construction, resulting in a total average local commitment of 34% for all future phases?

We respectfully request that the above items be reviewed and any resultant changes to the project scoring be applied so that this project, which is vitally important to the Village and County, could be reconsidered for funding as part of this program. Thank you in advance for your consideration.

If you have any questions or require additional information, please contact me at (847) 446-9200.

Sincerely,

Stacy Sigman
Village Manager
Village of Northfield
Comments in Support of Burnham Avenue Grade Separation project
To whom it may concern:

As a resident of Burnham for 23 years, I am grateful that this opportunity has arisen to eliminate a safety hazard not just for Burnham residents, but the traveling public. At times, pedestrians have been climbing across the trains. A few years ago, I had some free time and I just waited to see how long the train would block Burnham Ave and it was (65) minutes over an hour.

The Burnham Grade Separation is much needed project and is proposed on the Surface Transportation Program and we will welcomed it very much.

Robert Polk,
Mayor
Please send to:
CMAP, ATTN: Transportation Program Public Comment, 233 S. Wacker Dr., Suite 800, Chicago IL 60606
OR
transportation@cmap.illinois.gov
To whom it may concern:

As a resident of Burnham Avenue, I am pleased to see the Burnham Avenue Grade Separation as a project on the proposed Surface Transportation Program. Trains continually block our community roadway forcing drivers to travel miles around or pedestrians to wait hours or climb through trains.

Use this space for your story about how trains on Burnham Avenue have impacted you.
There's time I waited one hour while waiting for people.

Thank you for considering our project! I want the STP process to stay as is. This process has allowed a small community to compete with larger ones.

Thank you,

SIGN YOUR NAME

Albert Gonzalez
BURNHAM AVENUE BRIDGE OR UNDERPASS PUBLIC COMMENT PLEASE SEND COMMENTS BY AUGUST 16, 2019
Please send to:

CMAP, ATTN: Transportation Program Public Comment, 233 S. Wacker Dr., Suite 800, Chicago IL 60606

OR

transportation@cmap.illinois.gov

To whom it may concern:

As a resident of Burnham, I am pleased to see the Burnham Avenue Grade Separation as a project on the proposed Surface Transportation Program. Trains continually block our community roadway forcing drivers to travel miles around or pedestrians to wait hours or climb through trains.

Use this space for your story about how trains on Burnham Avenue have impacted you.

Thank you for considering our project! I want the STP process to stay as is. This process has allowed a small community to compete with larger ones.

Thank you,

SIGN YOUR NAME

Veronica Seymour
Comments in support of CTA Green Line Austin Station Accessibility Improvements project
Austin Station Renovation letter of support

Adam Ballard <aballard@accessliving.org>
Wed 8/14, 3:55 PM
Transportation

This message was sent with high importance.

Please find attached Access Living’s letter of support for the CTA’s Austin Green Line renovation project. If there are questions, please let me know.

Adam Ballard
Housing and Transportation Policy
Access Living
115 W Chicago Ave
Chicago IL 60654

312-640-2195 phone
312-640-2101 tty
312-640-2102 fax

Pronouns: He, Him, His

POWER TO THE PEOPLE

The information in, or documents attached to, this e-mail contain confidential or privileged information. The information is the property of the sender and intended only for use by the individual or entity named above. The recipient of this information is prohibited from disclosing the contents of the information to another party. If you are neither the intended recipient or the employee or agent responsible for delivery to the intended recipient, you are hereby notified that disclosure of contents in any manner is strictly prohibited.

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Aug 14, 2019

Chicago Metropolitan Agency for Planning
ATTN: Transportation Program Public Comment
233 South Wacker Drive, Suite 800
Chicago, IL 60606

I am writing to support the Chicago Transit Authority’s (CTA) Surface Transportation Program (STP) Shared Fund application for the Austin Station (Green Line) Accessibility Improvements Project. I work at Access Living as Housing and Transportation Policy Analyst, and also serve on the CTA ADA Advisory Committee. CTA’s project advances the ADA Advisory Committee’s goal to increase transit use by people with disabilities by bringing expanded travel options for people with mobility impairments and supporting regional goals for accessibility, travel safety, and inclusive growth.

The Austin Station Accessibility Improvements Project is critical to the City of Chicago and the Village of Oak Park. Serving the border of these municipalities, the Austin Green Line station has not received substantial upgrades since it was last rebuilt in 1962 and is currently not accessible to people with disabilities. In 2018, CTA’s roadmap for achieving system-wide accessibility over the next 20 years, the All Stations Accessibility Program (ASAP) Strategic Plan, identified Austin Station as a priority station for accessibility improvements.

Investments at Austin station will provide not only a more equitable travel option but will also transform the surrounding environment. The station will be modernized and accessible, with a new elevator and platform renovations that improve clearances and remove obstructions for users with mobility impairments. Beyond the station, new crosswalks, signage, new security cameras, and LED lighting will improve the area’s overall sense of safety and comfort. Wider sidewalks will provide an enhanced environment for pedestrians. Where today there is only a set of stairs, a new ramp will be built that extends from the sidewalk to the station’s interior that provides equal access to all.

CTA’s Austin Station Accessibility Improvements Project expands travel options for people with disabilities and it is needed to advance the All Stations Accessibility Program (ASAP), CTA’s ongoing efforts towards a rail system that is 100% accessible in 20 years. Using STP funding allows CTA to better leverage other sources of funding, such as other federal transportation grants and funds forthcoming from the State of Illinois’ recent capital investment plan, to stay on track to complete the ASAP plan in 20 years or less. This will expand transportation options for people with disabilities in a significant way, increasing access to jobs and other opportunities.

Please include the Austin Green Line project in the final list of funded projects.

Sincerely,

Adam Ballard
Access Living
CTA ADA Advisory Committee
I am writing to support the Chicago Transit Authority’s (CTA) Surface Transportation Program Shared Fund application for the Austin Station Accessibility Improvements Project. The ADA Advisory Committee provides CTA with recommendations on compliance with the Americans with Disabilities Act, facilitates dialogue between the CTA and the disability community, and supports increased use of the CTA’s services by people with disabilities. CTA’s project advances the ADA Advisory Committee’s goal to increase transit use by people with disabilities by bringing expanded travel options for people with mobility impairments and supporting regional goals for accessibility, travel safety, and inclusive growth.

The Austin Station Accessibility Improvements Project is critical to the City of Chicago and the Village of Oak Park. Serving the border of these municipalities, Austin station has not received substantial upgrades since it was last rebuilt in 1962 and is currently not accessible to people with disabilities. In 2018, CTA’s roadmap for achieving system-wide accessibility over the next 20 years, the All Stations Accessibility Program (ASAP) Strategic Plan, identified Austin Station as a priority station for accessibility improvements.

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CTA’s Austin Station Accessibility Improvements Project expands travel options for people with disabilities and it is needed to advance CTA’s ongoing efforts towards a rail system that is 100% accessible in 20 years.

Sincerely,
Pamela Berman
ADA Advisory Committee
Access Living friends and allies,

We have shared info with you in the past on the Chicago Transit Authority's (CTA) All Stations Accessibility Program (ASAP) plan. This is their plan to make 100% of CTA rail stations vertically accessible in 20 years or less. We are excited to announce an opportunity to support a grant for one of the first stations on the slate, the Austin Green Line stop. This project is a finalist for federal Surface Transportation Program (STP) Shared Funds administered by the Chicago Metropolitan Agency for Planning (CMAP). CMAP is accepting public comment and letters of support for the finalists.

Comments and letters of support for STP Shared Funding for the Austin Station Accessibility Improvements Project must be made by **4:00pm on Friday, August 16th.** For your convenience, below is a sample letter which you can edit as needed. Scroll down to see the template.

Send your comment directly to the Chicago Metropolitan Agency for Planning (CMAP) via email: transportation@cmap.illinois.gov

Thanks for sending this important message in support of a more accessible CTA rail system. If you have questions, contact Adam Ballard at aballard@accessliving.org. Please share this request to Chicagoans, especially on the West Side!
I am writing to support the Chicago Transit Authority's (CTA) Surface Transportation Program (STP) Shared Fund application for the Austin Station (Green Line) Accessibility Improvements Project. This project advances the disability community goal to increase transit use by people with disabilities by bringing expanded travel options for people with mobility impairments and supporting regional goals for accessibility, travel safety, and inclusive growth.

The Austin Station Accessibility Improvements Project is critical to the City of Chicago and the Village of Oak Park. Serving the border of these municipalities, the Austin Green Line station has not received substantial upgrades since it was last rebuilt in 1962 and is currently not accessible to people with disabilities. In 2018, CTA’s roadmap for achieving system-wide accessibility over the next 20 years, the All Stations Accessibility Program (ASAP) Strategic Plan, identified Austin Station as a priority station for accessibility improvements.

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CTA's Austin Station Accessibility Improvements Project expands travel options for people with disabilities and it is needed to advance the ASAP plan, CTA's ongoing efforts towards a rail system that is 100% accessible in 20 years. Using STP funding allows CTA to better leverage other sources of funding, such as other federal transportation grants and funds forthcoming from the State of Illinois' recent capital investment plan, to stay on track to complete the ASAP plan in 20 years or less. This will expand transportation options for people with disabilities in a significant way, increasing access to jobs and other opportunities.

Please include the Austin Green Line project in the final list of funded projects.

Sincerely,

[YOUR NAME]
Hello,

I have attached my STP Shared Funding Letter of support for the Austin Station Accessibility Improvements Project.

Thank you for the opportunity to share my thoughts.

Tabitha

Tabitha Boshears, Independent Living Advocate

Disability Resource Center
77 N. 129th Infantry Drive
Joliet, IL 60435
815-729-0162 Voice
www.drcjoliet.org
Chicago Metropolitan Agency for Planning  
ATTN: Transportation Program Public Comment  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

I am writing to support the Chicago Transit Authority’s (CTA) Surface Transportation Program (STP) Shared Fund application for the Austin Station (Green Line) Accessibility Improvements Project. This project advances the disability community goal to increase transit use by people with disabilities by bringing expanded travel options for people with mobility impairments and supporting regional goals for accessibility, travel safety, and inclusive growth.

The Austin Station Accessibility Improvements Project is critical to the City of Chicago and the Village of Oak Park. Serving the border of these municipalities, the Austin Green Line station has not received substantial upgrades since it was last rebuilt in 1962 and is currently not accessible to people with disabilities. In 2018, CTA’s roadmap for achieving system-wide accessibility over the next 20 years, the All Stations Accessibility Program (ASAP) Strategic Plan, identified Austin Station as a priority station for accessibility improvements.

Investments at Austin station will provide not only a more equitable travel option but will also transform the surrounding environment. The station will be modernized and accessible, with a new elevator and platform renovations that improve clearances and remove obstructions for users with mobility impairments. Beyond the station, new crosswalks, signage, new security cameras, and LED lighting will improve the area’s overall sense of safety and comfort. Wider sidewalks will provide an enhanced environment for pedestrians. Where today there is only a set of stairs, a new ramp will be built that extends from the sidewalk to the station’s interior that provides equal access to all.

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Please include the Austin Green Line project in the final list of funded projects.

Sincerely,

Tabitha Boshears, Independent Living Advocate
July 26, 2019

Chicago Metropolitan Agency for Planning
ATTN: Transportation Program Public Comment
233 South Wacker Drive, Suite 800
Chicago, IL 60606

I am writing to support the Chicago Transit Authority’s (CTA) Surface Transportation Program Shared Fund application for the Austin Station Accessibility Improvements Project. The Mayor’s Office for People with Disabilities promotes total access, full participation, and equal opportunity for people with disabilities of all ages in all aspects of life. CTA’s project advances MOPD’s objective to make Chicago the most accessible city in our nation by bringing expanded travel options for people with mobility impairments to the West Side of Chicago. The project also supports regional goals for accessibility, travel safety, and inclusive growth.

The Austin Station Accessibility Improvements Project is critical to the City of Chicago and the Austin neighborhood. The station has not received substantial upgrades since 1962 and is currently not accessible to people with disabilities. In 2018, CTA’s roadmap for achieving system-wide accessibility over the next 20 years, the All Stations Accessibility Program (ASAP) Strategic Plan, identified Austin Station as a priority station for accessibility improvements.

Investments at Austin station will provide not only a more equitable travel option but will also transform the surrounding environment. The station will be modernized and accessible, with a new elevator and platform renovations that improve clearances and remove obstructions for users with mobility impairments. Beyond the station, new crosswalks, signage, new security cameras, and LED lighting will improve the area’s overall sense of safety and comfort. Wider sidewalks will provide an enhanced environment for pedestrians. Where today there is only a set of stairs, a new ramp will be built that extends from the sidewalk to the station’s interior that provides equal access to all.

CTA’s Austin Station Accessibility Improvements Project expands travel options for people with disabilities and it is needed to advance CTA’s ongoing efforts towards a rail system that is 100% accessible in 20 years.

Sincerely,

Karen Tamley
Commissioner
City of Chicago
Mayor’s Office for People with Disabilities (MOPD)
Hello, I am writing to support the Chicago Transit Authority's (CTA) Surface Transportation Program (STP) Shared Fund application for the Austin Station (Green Line) Accessibility Improvements Project. This project advances the disability community goal to increase transit use by people with disabilities by bringing expanded travel options for people with mobility impairments and supporting regional goals for accessibility, travel safety, and inclusive growth.

The Austin Station Accessibility Improvements Project is critical to the City of Chicago and the Village of Oak Park. Serving the border of these municipalities, the Austin Green Line station has not received substantial upgrades since it was last rebuilt in 1962 and is currently not accessible to people with disabilities. In 2018, CTA's roadmap for achieving system-wide accessibility over the next 20 years, the All Stations Accessibility Program (ASAP) Strategic Plan, identified Austin Station as a priority station for accessibility improvements.
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transportation options for people with disabilities in a significant way, increasing access to jobs and other opportunities.

Please include the Austin Green Line project in the final list of funded projects.

Sincerely,

Nancy Curran
Dear Chicago Metropolitan Agency for Planning,

I am writing to support the Chicago Transit Authority’s (CTA) Surface Transportation Program Shared Fund application for the Austin Station Accessibility Improvements Project. The ADA Advisory Committee provides CTA with recommendations on compliance with the Americans with Disabilities Act, facilitates dialogue between the CTA and the disability community, and supports increased use of the CTA’s services by people with disabilities. CTA’s project advances the ADA Advisory Committee’s goal to increase transit use by people with disabilities by bringing expanded travel options for people with mobility impairments and supporting regional goals for accessibility, travel safety, and inclusive growth.

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CTA’s Austin Station Accessibility Improvements Project expands travel options for people with disabilities and it is needed to advance CTA’s ongoing efforts towards a rail system that is 100% accessible in 20 years.

Sincerely,
Angela Davis, Chairperson
ADA Advisory Committee

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
Kama Dobbs

From: Julia Gerasimenko <gerasimenko.julia@gmail.com>
Sent: Thursday, August 15, 2019 10:12 AM
To: Transportation; aballard@accessliving.org
Subject: Support for Austin Green Line Accessibility STP project
Categories: STP-SF

8/15/2019

Chicago Metropolitan Agency for Planning

ATTN: Transportation Program Public Comment

233 South Wacker Drive, Suite 800
Chicago, IL 60606

I am writing to support the Chicago Transit Authority's (CTA) Surface Transportation Program (STP) Shared Fund application for the Austin Station (Green Line) Accessibility Improvements Project. This project advances the disability community goal to increase transit use by people with disabilities by bringing expanded travel options for people with mobility impairments and supporting regional goals for accessibility, travel safety, and inclusive growth.

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recent capital investment plan, to stay on track to complete the ASAP plan in 20 years or less. This will expand transportation options for people with disabilities in a significant way, increasing access to jobs and other opportunities.

Please include the Austin Green Line project in the final list of funded projects.

Sincerely,

Julia Gerasimenko
Chicago resident

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
Hello,

I am writing to support the awarding of resources to TIP# CFP01-19-0018 606 Trail Extension to Elston + Clybourn (Metra UP North/NW) Station Relocation, and CFP16-19-0033 CTA Green Line Austin Station Accessibility Improvement.

I think it is incredibly important that we provide safe and thorough access for the people of the West side to get across the city. The green line is an essential part of that. To that effect, if access doesn't include wheelchair access, then it is not really access.

Investments at Austin station will provide not only a more equitable travel option but will also transform the surrounding environment. The station will be modernized and accessible, with a new elevator and platform renovations that improve clearances and remove obstructions for users with mobility impairments. Beyond the station, new crosswalks, signage, new security cameras, and LED lighting will improve the area's overall sense of safety and comfort. Wider sidewalks will provide an enhanced environment for pedestrians. Where today there is only a set of stairs, a new ramp will be built that extends from the sidewalk to the station's interior that provides equal access to all.

Additionally, to further offset health and climate issues, continuing to invest in the 606 by extending its reach will provide opportunities for both access to work further east, and capacity for people enjoying the trail.

Please include the 606 Trail Extension and the Austin Green Line project in the final list of funded projects.

Thanks

Matthew Gilboy
60647
Our older daughter, who is now 23, is severely disabled. Back in the late '90s when CTA was starting to put in elevators at various stops, I thought more progress would have been made.

Back when I was taking her to various appointments, I used to have to carefully bump her up and down in her stroller.

We lived in Lincoln Square right off the Brown Line at the time. I used to get off at Western where there was an elevator and walk further to avoid steps.

As I get older and more unsure of myself (I got married late and I am now 61), going up and down stairs makes me anxious.

Regardless of the fact that I rarely use the Green Line, this all will come in handy.

Right now I would like to see more of this on the Blue Line especially right at Daley Center and City Hall.

Debra S. Gleason

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
I am writing to support the Chicago Transit Authority's (CTA) Surface Transportation Program (STP) Shared Fund application for the Austin Station (Green Line) Accessibility Improvements Project. This project advances the disability community goal to increase transit use by people with disabilities by bringing expanded travel options for people with mobility impairments and supporting regional goals for accessibility, travel safety, and inclusive growth.

The Austin Station Accessibility Improvements Project is critical to the City of Chicago and the Village of Oak Park. Serving the border of these municipalities, the Austin Green Line station has not received substantial upgrades since it was last rebuilt in 1962 and is currently not accessible to people with disabilities. In 2018, CTA's roadmap for achieving system-wide accessibility over the next 20 years, the All Stations Accessibility Program (ASAP) Strategic Plan, identified Austin Station as a priority station for accessibility improvements.

Investments at Austin station will provide not only a more equitable travel option but will also transform the surrounding environment. The station will be modernized and accessible, with a new elevator and platform renovations that improve clearances and remove obstructions for users with mobility impairments. Beyond the station, new crosswalks, signage, new security cameras, and LED lighting will improve the area's overall sense of safety and comfort. Wider sidewalks will provide an enhanced environment for pedestrians. Where today there is only a set of stairs, a new ramp will be built that extends from the sidewalk to the station’s interior that provides equal access to all.

CTA's Austin Station Accessibility Improvements Project expands travel options for people with disabilities and it is needed to advance the ASAP plan, CTA's ongoing efforts towards a rail system
that is 100% accessible in 20 years. Using STP funding allows CTA to better leverage other sources of funding, such as other federal transportation grants and funds forthcoming from the State of Illinois’ recent capital investment plan, to stay on track to complete the ASAP plan in 20 years or less. This will expand transportation options for people with disabilities in a significant way, increasing access to jobs and other opportunities.

Please include the Austin Green Line project in the final list of funded projects.

Sincerely,

Rob Judd

--
Robert W. Judd
Attached please find Equip for Equality’s comments in support of the Austin Station Accessibility Improvements Project. Please let me know if you have any questions or need any additional information.

Sincerely,

Barry C. Taylor  
VP for Civil Rights and Systemic Litigation  
Equip for Equality  
312-895-7317  
barryt@equipforequality.org

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
Dear Chicago Metropolitan Agency for Planning,

Equip for Equality (EFE) writes in support of the Chicago Transit Authority’s (CTA) Surface Transportation Program Shared Fund application for the Austin Station Accessibility Improvements Project (the Austin Station Project). By way of background, EFE is a non-profit organization whose mission is to advance the civil rights of people with disabilities. Since 1985, EFE has been the Governor-designated, federally-mandated Protection and Advocacy System for people with disabilities in Illinois. EFE provides free legal advocacy services for people with disabilities on a wide-range of issues, including accessible public transportation.

The Austin Station Project will be a critical step to increase accessible public transportation for people with disabilities. People with disabilities depend extensively upon public transportation for two reasons: 1) Many people with disabilities are unable to drive because of their disabilities; and 2) Many people with disabilities are poor and do not have access to private transportation. Without access to public transportation, people with disabilities are denied access to all aspects of life, including employment, health care, social interaction and recreation activities.

For over 30 years, people with disabilities have advocated strongly for access to the CTA. Before the Americans with Disabilities Act (ADA) passed in 1990, people with disabilities in Chicago successfully sued to address a lack of lifts on CTA buses. In the late 1990’s, Equip for Equality, Access Living and private attorneys brought a lawsuit to address many barriers people with disabilities faced on those parts of the CTA’s buses and trains that were designated accessible, but were in practice not accessible – such as broken bus lifts, out of service elevators and the failure of CTA drivers to call out the stops as mandated by the ADA. That lawsuit significantly improved access, but there were still many train stations that remained inaccessible, including the Austin Station, because they had been “grandfathered” in by the ADA. The Austin Station has not received substantial upgrades since it was last rebuilt in 1962 and remains inaccessible to people with disabilities.
The Austin Station Project is critical to the City of Chicago and the Village of Oak Park, as well as to the broader efforts to increase the accessibility of the CTA overall. In conjunction with the 25th anniversary of the ADA, the CTA made a pledge to make all of its train stations accessible within the next 20 years through its All Stations Accessibility Program (ASAP) - www.transitchicago.com/accessibility/asap/ The accessibility outlined in the Austin Station Project is a crucial step to achieving this important commitment.

Making the Austin Station accessible will not only help people with disabilities, but benefit others as well, including people with strollers, young children, bicycles and luggage. Accessibility benefits us all. CTA is to be commended for making sure that ALL Chicago citizens, including riders with disabilities, are able to access, and Equip for Equality wholeheartedly supports this critical project.

Investments at Austin station will provide not only a more equitable travel option but will also transform the surrounding environment. The station will be modernized and accessible, with a new elevator and platform renovations that improve clearances and remove obstructions for users with mobility impairments. Beyond the station, new crosswalks, signage, new security cameras, and LED lighting will improve the area’s overall sense of safety and comfort. Wider sidewalks will provide an enhanced environment for pedestrians. Where today there is only a set of stairs, a new ramp will be built that extends from the sidewalk to the station’s interior that provides equal access to all.

We strongly urge CMAP to approve critical funding for the Austin Station Accessibility Improvements Project on CTA’s Green Line.

Sincerely,

Barry C. Taylor
VP for Civil Rights and Systemic Litigation
Equip for Equality
From: Missy Martin <missy@drcjoliet.org>
Sent: Friday, August 16, 2019 10:22 AM
To: Transportation
Subject: Letter of Support
Attachments: Austin Green Line Letter of Support.docx

My letter of support is attached.

--
Thank you,

Missy

Missy Martin, Executive Director
Disability Resource Center
A Center for Independent Living
77 N. 129th Infantry Drive
Joliet, IL 60435

815-729-0162

www.drcjoliet.org

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8/16/2019

Chicago Metropolitan Agency for Planning
ATTN: Transportation Program Public Comment
233 South Wacker Drive, Suite 800
Chicago, IL 60606

I am writing to support the Chicago Transit Authority’s (CTA) Surface Transportation Program (STP) Shared Fund application for the Austin Station (Green Line) Accessibility Improvements Project. This project advances the disability community goal to increase transit use by people with disabilities by bringing expanded travel options for people with mobility impairments and supporting regional goals for accessibility, travel safety, and inclusive growth.

The Austin Station Accessibility Improvements Project is critical to the City of Chicago and the Village of Oak Park. Serving the border of these municipalities, the Austin Green Line station has not received substantial upgrades since it was last rebuilt in 1962 and is currently not accessible to people with disabilities. In 2018, CTA’s roadmap for achieving system-wide accessibility over the next 20 years, the All Stations Accessibility Program (ASAP) Strategic Plan, identified Austin Station as a priority station for accessibility improvements.

Investments at Austin station will provide not only a more equitable travel option but will also transform the surrounding environment. The station will be modernized and accessible, with a new elevator and platform renovations that improve clearances and remove obstructions for users with mobility impairments. Beyond the station, new crosswalks, signage, new security cameras, and LED lighting will improve the area’s overall sense of safety and comfort. Wider sidewalks will provide an enhanced environment for pedestrians. Where today there is only a set of stairs, a new ramp will be built that extends from the sidewalk to the station’s interior that provides equal access to all.

CTA’s Austin Station Accessibility Improvements Project expands travel options for people with disabilities and it is needed to advance the ASAP plan, CTA’s ongoing efforts towards a rail system that is 100% accessible in 20 years. Using STP funding allows CTA to better leverage other sources of funding, such as other federal transportation grants and funds forthcoming from the State of Illinois’ recent capital investment plan, to stay on track to complete the ASAP plan in 20 years or less. This will expand transportation options for people with disabilities in a significant way, increasing access to jobs and other opportunities.

Please include the Austin Green Line project in the final list of funded projects.

Sincerely,

Missy Martin, Executive Director
Oak Park Resident Here!! Writing in support of the proposed Austin Green Line station improvements! They are needed! Thanks

Clare McDermott
I am writing to support the Chicago Transit Authority's (CTA) Surface Transportation Program (STP) Shared Fund application for the Austin Station (Green Line) Accessibility Improvements Project. This project advances the disability community goal to increase transit use by people with disabilities by bringing expanded travel options for people with mobility impairments and supporting regional goals for accessibility, travel safety, and inclusive growth.

The Austin Station Accessibility Improvements Project is critical to the City of Chicago and the Village of Oak Park. Serving the border of these municipalities, the Austin Green Line station has not received substantial upgrades since it was last rebuilt in 1962 and is currently not accessible to people with disabilities. In 2018, CTA's roadmap for achieving system-wide accessibility over the next 20 years, the All Stations Accessibility Program (ASAP) Strategic Plan, identified Austin Station as a priority station for accessibility improvements.

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CTA's Austin Station Accessibility Improvements Project expands travel options for people with disabilities and it is needed to advance the ASAP plan, CTA's ongoing efforts towards a rail system that is 100% accessible in 20 years. Using STP funding allows CTA to better leverage other sources of funding, such as other federal transportation grants and funds forthcoming from the State of Illinois' recent capital investment plan, to stay on track to complete the ASAP plan in 20 years or less. This will expand transportation options for people with disabilities in a significant way, increasing access to jobs and other opportunities.

Please include the Austin Green Line project in the final list of funded projects.

Sincerely,

Julee Opel, Independent Living Advocate

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August 15, 2019

Chicago Metropolitan Agency for Planning

ATTN: Transportation Program Public Comment

233 South Wacker Drive, Suite 800

Chicago, IL 60606

I am writing to support the Chicago Transit Authority's (CTA) Surface Transportation Program (STP) Shared Fund application for the Austin Station (Green Line) Accessibility Improvements Project. This project advances the disability community goal to increase transit use by people with disabilities by bringing expanded travel options for people with mobility impairments and supporting regional goals for accessibility, travel safety, and inclusive growth.

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Please include the Austin Green Line project in the final list of funded projects.

Sincerely,

Jerome Palliser

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.
To whom it may concern:

I am the Chair of the RTA/Transit Access Citizens Advisory Board.

AS Chair
I am writing to support the Chicago Transit Authority’s (CTA) Surface Transportation Program Shared Fund application for the Austin Station Accessibility Improvements Project. This project advances CTA’s goal to increase transit use by people with disabilities by bringing expanded travel options for people with mobility impairments and supporting regional goals for accessibility, travel safety, and inclusive growth.

I and the members of the committee are strong supporters of this project and the goal of making The City of Chicago the most accessible and inclusive city in the country.

This project will bring the City one step closer to this goal, along with making the station a safer and more inclusive rail station for the surrounding community.

I thank you for the support to move this project forward for the citizens who use the Austin Green Line Station.

Greg Polman
Senior Vice President/Public Policy | Independent Living
Phone: 312.997.3673
www.chicagolighthouse.org

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[DATE]

Chicago Metropolitan Agency for Planning

ATTN: Transportation Program Public Comment

233 South Wacker Drive, Suite 800

Chicago, IL 60606

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The Austin Station Accessibility Improvements Project is critical to the City of Chicago and the Village of Oak Park. Serving the border of these municipalities, the Austin Green Line station has not received substantial upgrades since it was last rebuilt in 1962 and is currently not accessible to people with disabilities. In 2018, CTA’s roadmap for achieving system-wide accessibility over the next 20 years, the All Stations Accessibility Program (ASAP) Strategic Plan, identified Austin Station as a priority station for accessibility improvements.

When I lived near Cicero and wanted to come into the city I had to choose between taking a hour or so bus ride to the city or taking a 15 minute trip trip in the opposite direction to get to the pink line so I could get on the train which laughably got me to my destinations quicker.

Investments at Austin station will provide not only a more equitable travel option but will also transform the surrounding environment. The station will be modernized and accessible, with a new elevator and platform renovations that improve clearances and remove obstructions for users with mobility impairments. Beyond the station, new crosswalks, signage, new security cameras, and LED lighting will improve the area's overall sense of safety and comfort. Wider sidewalks will provide an enhanced environment for pedestrians. Where today there is only a set of stairs, a new ramp will be built that extends from the sidewalk to the station's interior that provides equal access to all.
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Please include the Austin Green Line project in the final list of funded projects.

Sincerely,

Lyndsay Sullivan

Lyndsay Sullivan
"Be kinder than necessary for everyone you meet is fighting some type of battle"
-Socrates
August 15, 2019

Chicago Metropolitan Agency for Planning
ATTN: Transportation Program Public Comment
233 South Wacker Drive, Suite 800
Chicago, IL 60606

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Please include the Austin Green Line project in the final list of funded projects.

Sincerely,

Grace Tsao

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Kama Dobbs

From: Ellis Wills-Begley <EWillsBegley@myefski.com>
Sent: Thursday, August 15, 2019 10:32 AM
To: Transportation
Subject: ATTN: Transportation Program Public Comment
Categories: STP-SF

Hello,

I am writing to support the Chicago Transit Authority's (CTA) Surface Transportation Program (STP) Shared Fund application for the Austin Station (Green Line) Accessibility Improvements Project. This project advances the disability community goal to increase transit use by people with disabilities by bringing expanded travel options for people with mobility impairments and supporting regional goals for accessibility, travel safety, and inclusive growth.

The Austin Station Accessibility Improvements Project is critical to the City of Chicago and the Village of Oak Park. Serving the border of these municipalities, the Austin Green Line station has not received substantial upgrades since it was last rebuilt in 1962 and is currently not accessible to people with disabilities. In 2018, CTA's roadmap for achieving system-wide accessibility over the next 20 years, the All Stations Accessibility Program (ASAP) Strategic Plan, identified Austin Station as a priority station for accessibility improvements.

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CTA's Austin Station Accessibility Improvements Project expands travel options for people with disabilities and it is needed to advance the ASAP plan, CTA's ongoing efforts towards a rail system that is 100% accessible in 20 years. Using STP funding allows CTA to better leverage other sources of funding, such as other federal transportation grants and funds forthcoming from the State of Illinois' recent capital investment plan, to stay on track to complete the ASAP plan in 20 years or less. This will expand transportation options for people with disabilities in a significant way, increasing access to jobs and other opportunities.

Please include the Austin Green Line project in the final list of funded projects.

Sincerely,

ELLIS WILLS-BEGLEY, ASSOC. AIA
ARCHITECTURAL FELLOW

MYEFSKI ARCHITECTS, INC.
400 NORTH MICHIGAN AVENUE
SUITE 400
CHICAGO, IL 60611
Comments in support of Plainfield – 143rd St. East Extension project
August 13, 2019

Chicago Metropolitan Agency for Planning
Transportation Program Public Comment
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Project Selection Committee:

We would like to express our support for the 143rd Street East Extension project led by the Village of Plainfield - CFP12-19-0017 - which connects Route 59 to IL Route 126, in Will County. We are pleased that this project is highly ranked, and we support Plainfield’s request to receive Surface Transportation Program (STP) funding for this greatly needed project.

Our organization has been impacted by the significant population growth in the region and we recognize the importance of this project. The 143rd Street East Extension will lessen the strain on the area roadways that struggle to accommodate the current and ever-increasing volume of traffic. This project will also improve the quality of life by improving pedestrian and vehicular safety. It will also reduce traffic congestion and allow motorists to avoid an at-grade Canadian National (CN) railway crossing.

We are aware that the Village has been working on this project for over fifteen years and the construction of this new roadway is long overdue. This project will yield numerous dividends to the motorists in our region as well as the pedestrians and cyclists that will utilize the pathway that will be constructed as part of this project.

We understand that the Chicago Metropolitan Agency for Planning (CMAP) has developed an equitable evaluation process in an effort to properly allocate STP funding. We have also been informed that the 143rd Street East Extension project has received one of the highest rankings and we strongly encourage CMAP to authorize funding for this project.

Accordingly, the Contractors Association of Will & Grundy Counties fully supports Plainfield’s request for STP funding as well as CMAP’s current ranking of the projects in the Chicagoland region. We look forward to the day when the 143rd Street East Extension is completed, and we fully support Plainfield’s efforts to keep this project moving forward.

Thank you for your time and consideration.

Respectfully submitted,

Mary E. Metz
Executive Director
August 16, 2019

Chicago Metropolitan Agency for Planning
Transportation Program Public Comment
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Project Selection Committee:

The Will County Center for Economic Development (CED) would like to express our support for the 143rd Street East Extension project led by the Village of Plainfield - CFP12-19-0017 - which connects Route 59 to IL Route 126, in Will County. We are pleased that this project is highly ranked, and we support Plainfield’s request to receive Surface Transportation Program (STP) funding for this greatly needed project.

Will County has been impacted by the significant population growth in the region and we recognize the importance of this project. The 143rd Street East Extension will lessen the strain on the area roadways that struggle to accommodate the current and ever-increasing volume of traffic. This project will also improve the quality of life by improving pedestrian and vehicular safety. It will also reduce traffic congestion and allow motorists to avoid an at-grade Canadian National (CN) railway crossing.

We are aware that the Village has been working on this project for over fifteen years and the construction of this new roadway is long overdue. This project will yield numerous dividends to the motorists in our region as well as the pedestrians and cyclists that will utilize the pathway that will be constructed as part of this project.

We understand that the Chicago Metropolitan Agency for Planning (CMAP) has developed an equitable evaluation process in an effort to properly allocate STP funding. We have also been informed that the 143rd Street East Extension project has received one of the highest rankings and we strongly encourage CMAP to authorize funding for this project.

Accordingly, the CED fully supports Plainfield’s request for STP funding as well as CMAP’s current ranking of the projects in the Chicagoland region. We look forward to the day when the 143rd Street East Extension is completed, and we fully support Plainfield’s efforts to keep this project moving forward.

Thank you for your time and consideration.

Sincerely,

John Greuling
President & CEO
Dear Project Selection Committee:

Please accept the attached letter from Mayor Collins and include this letter as part of the official public comments.

If you have any questions, please feel free to contact me.

Respectfully submitted,

Allen Persons
Director of Public Works
Village of Plainfield
14400 Coil Plus Drive
Plainfield, IL 60544
815-436-3577

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August 14, 2019

Chicago Metropolitan Agency for Planning
Transportation Program Public Comment
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Project Selection Committee:

I am writing to express my support for the Village of Plainfield’s 143rd Street East Extension project (CFP12-19-0017) which will connect IL Route 59 to IL Route 126. The Village is extremely pleased that this project is highly ranked and I support the Village’s request to receive Surface Transportation Program (STP) funding for this greatly needed project.

The Village has been working on this project for over fifteen years and the construction of this new roadway is long overdue. The extension of this roadway will improve connectivity in the Village and region while reducing traffic and truck congestion for motorists. Pedestrians and cyclists will benefit from the proposed pathway that will be constructed as part of this project.

The Village has been impacted by the significant population growth in the region and the 143rd Street extension will lessen the strain on the area roadways that struggle to accommodate our current volume of traffic. This project will also improve the quality of life by improving pedestrian and vehicular safety. It will also reduce traffic congestion and allow drivers to avoid one of the Village’s at-grade Canadian National (CN) railroad crossings.

I understand that the Chicago Metropolitan Agency for Planning (CMAP) has developed an equitable evaluation process to help properly allocate STP funding. I have also been informed that the 143rd Street project has received one of the highest rankings and I strongly encourage CMAP to authorize funding for this project.

I look forward to the day when the 143rd Street extension is completed and open.

Thank you for your time and consideration.

Sincerely,

Michael P. Collins
Village President
Attached you will find our letter.

Thank you.

Tasha Marsaglia
Executive Director
Plainfield Area Chamber of Commerce
24109 W Lockport St. Plainfield IL 60544
P: 815-436-4431
F: 815-436-0520

Plainfield Area Chamber of Commerce Website

Chamber Upcoming Events:
August 14th: CNN with National Softwash & CertaPro Painters of Plfd
August 22nd: 2nd Annual Brews & BBQ Event Purchase Tickets Here

Sign up TODAY for the 2019 Plainfield Harvest 5k and Kidz Miler
www.plainfieldharvest5k.com

2nd Annual Brews & BBQ Event
Buy Tickets & Sponsorships HERE

Thank you to all who supported our 2019 Plainfield Giving Gala!
Grant Applications are available online
www.plainfieldgivinggala.org
Connect with the PACC  www.facebook.com/plainfieldchamber

Stay up to date with the happenings at the PACC by going to www.plainfieldchamber.com
Events are subject to change!

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August 12, 2019

Chicago Metropolitan Agency for Planning
Transportation Program Public Comment
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Project Selection Committee:

We would like to express our support for the 143rd Street East Extension project led by the Village of Plainfield - CFP12-19-0017 - which connects Route 59 to IL Route 126, in Will County. We are pleased that this project is highly ranked, and we support Plainfield’s request to receive Surface Transportation Program (STP) funding for this greatly needed project.

Our organization has been impacted by the significant population growth in the region and we recognize the importance of this project. The 143rd Street East Extension will lessen the strain on the area roadways that struggle to accommodate the current and ever-increasing volume of traffic. This project will also improve the quality of life by improving pedestrian and vehicular safety. It will also reduce traffic congestion and allow motorists to avoid an at-grade Canadian National (CN) railway crossing.

We are aware that the Village has been working on this project for over fifteen years and the construction of this new roadway is long overdue. This project will yield numerous dividends to the motorists in our region as well as the pedestrians and cyclists that will utilize the pathway that will be constructed as part of this project.

We understand that the Chicago Metropolitan Agency for Planning (CMAP) has developed an equitable evaluation process in an effort to properly allocate STP funding. We have also been informed that the 143rd Street East Extension project has received one of the highest rankings and we strongly encourage CMAP to authorize funding for this project.

Accordingly, The Plainfield Area Chamber of Commerce fully supports Plainfield’s request for STP funding as well as CMAP’s current ranking of the projects in the Chicagoland region. We look forward to the day when the 143rd Street East Extension is completed, and we fully support Plainfield’s efforts to keep this project moving forward.

Thank you for your time and consideration.

Respectfully submitted,

Plainfield Area Chamber of Commerce
August 15, 2019

Chicago Metropolitan Agency for Planning
Transportation Program Public Comment
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Project Selection Committee:

I would like to express Plainfield Fire Protection District’s support for the 143rd Street East Extension project led by the Village of Plainfield - CFP12-19-0017 - which connects Route 59 to IL Route 126, in Will County. We are pleased that this project is highly ranked, and we support Plainfield’s request to receive the Surface Transportation Program (STP) funding for this greatly needed project.

Plainfield Fire has been impacted by the significant population growth in the region and we recognize the importance of this project. The 143rd Street East Extension will lessen the strain on the area roadways that struggle to accommodate the current and ever-increasing volume of traffic. This project will also improve the quality of life by improving pedestrian and vehicular safety. It will also reduce traffic congestion and allow motorists to avoid an at-grade Canadian National (CN) railway crossing.

We are aware that the Village has been working on this project for over fifteen years and the construction of this new roadway is long overdue. This project will yield numerous dividends to the motorists in our region as well as the pedestrians and cyclists that will utilize the pathway that will be constructed as part of this project.

I understand that the Chicago Metropolitan Agency for Planning (CMAP) has developed an equitable evaluation process in an effort to properly allocate STP funding. I have also been informed that the 143rd Street East Extension project has received one of the highest rankings and we strongly encourage CMAP to authorize funding for this project.

Accordingly, the Plainfield Fire Protection District fully supports Plainfield’s request for STP funding as well as CMAP’s current ranking of the projects in the Chicagoland region. Plainfield Fire looks forward to the day when the 143rd Street East Extension is completed, and we fully support Plainfield’s efforts to keep this project moving forward.

Thank you for your time and consideration.

Respectfully submitted,

Jon K. Stratton
Fire Chief
Plainfield Fire Protection District
August 12, 2019

Chicago Metropolitan Agency for Planning
Transportation Program Public Comment
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Project Selection Committee:

We would like to express our support for the 143rd Street East Extension project led by the Village of Plainfield - CFP12-19-0017 - which connects Route 59 to IL Route 126, in Will County. We are pleased that this project is highly ranked, and we support Plainfield’s request to receive Surface Transportation Program (STP) funding for this greatly needed project.

Our organization has been impacted by the significant population growth in the region and we recognize the importance of this project. The 143rd Street East Extension will lessen the strain on the area roadways that struggle to accommodate the current and ever-increasing volume of traffic. This project will also improve the quality of life by improving pedestrian and vehicular safety. It will also reduce traffic congestion and allow motorists to avoid an at-grade Canadian National (CN) railway crossing.

We are aware that the Village has been working on this project for over fifteen years and the construction of this new roadway is long overdue. This project will yield numerous dividends to the motorists in our region as well as the pedestrians and cyclists that will utilize the pathway that will be constructed as part of this project.

We understand that the Chicago Metropolitan Agency for Planning (CMAP) has developed an equitable evaluation process in an effort to properly allocate STP funding. We have also been informed that the 143rd Street East Extension project has received one of the highest rankings and we strongly encourage CMAP to authorize funding for this project.

Accordingly, Plainfield Township Park District fully supports Plainfield’s request for STP funding as well as CMAP’s current ranking of the projects in the Chicagoland region. We look forward to the day when the 143rd Street East Extension is completed, and we fully support Plainfield’s efforts to keep this project moving forward.

Thank you for your time and consideration.

Respectfully submitted,

Carlo Capalbo, MPA, CPRE
Executive Director
Plainfield Township Park District
Dear Project Selection Committee:

We would like to express our support for the 143rd Street East Extension project led by the Village of Plainfield - CFP12-19-0017 - which connects Route 59 to IL Route 126, in Will County. We are pleased that this project is highly ranked, and we support Plainfield’s request to receive Surface Transportation Program (STP) funding for this greatly needed project.

Our organization has been impacted by the significant population growth in the region and we recognize the importance of this project. The 143rd Street East Extension will lessen the strain on the area roadways that struggle to accommodate the current and ever-increasing volume of traffic. This project will also improve the quality of life by improving pedestrian and vehicular safety. It will also reduce traffic congestion and allow motorists to avoid an at-grade Canadian National (CN) railway crossing. Response time for emergencies should greatly improve for citizens and motoring public when calling 9-1-1.

We are aware that the Village has been working on this project for over fifteen years and the construction of this new roadway is long overdue. This project will yield numerous dividends to the motorists in our region as well as the pedestrians and cyclists that will utilize the pathway that will be constructed as part of this project.

We understand that the Chicago Metropolitan Agency for Planning (CMAP) has developed an equitable evaluation process in an effort to properly allocate STP funding. We have also been informed that the 143rd Street East Extension project has received one of the highest rankings and we strongly encourage CMAP to authorize funding for this project.

Accordingly, WESCOM fully supports Plainfield’s request for STP funding as well as CMAP’s current ranking of the projects in the Chicagoland region. We look forward to the day when the 143rd Street East Extension is completed, and we fully support Plainfield’s efforts to keep this project moving forward.

Thank you for your time and consideration.

Respectfully submitted,

Stephen E. Rauter, Executive Director

…an excellent and stable example of Intergovernmental Cooperation since 1992.