

CMAP



GO TO 2040

UPDATE APPENDIX

Public Engagement Summary



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Introduction

As part of the federally mandated update to metropolitan Chicago's GO TO 2040 comprehensive regional plan, the public must be afforded an opportunity to provide input on the process and resulting updated plan documents. Therefore, a public comment period was conducted by the Chicago Metropolitan Agency for Planning (CMAP) from June 13, 2014 through August 1, 2014. The comment period was designed to ensure adequate feedback from stakeholders and the general public on the draft GO TO 2040 plan update, as well as the proposed Federal Fiscal Year (FFY) 2014-19 Transportation Improvement Program (TIP).

This outreach appendix:

- Provides background about the public comment process.
- Describes the outreach methods employed and the resulting participation.
- Summarizes the comments received, as well as CMAP's responses to the public input.

Background

A hallmark of CMAP's work has been its emphasis on public participation, and this was a key component throughout the development of the original GO TO 2040 plan, which involved thousands of residents and stakeholders in setting a vision and priorities for the seven-county northeastern Illinois region. Leading up to the adoption of GO TO 2040 by CMAP's Board and Metropolitan Planning Organization (MPO) Policy Committee in October 2010, a public comment period (similar to this year's effort) was conducted to garner feedback on the draft plan. CMAP reached out to hundreds of stakeholders in 2010 and received over 1,000 comments about GO TO 2040's major themes and recommendations, which helped shape the plan into the strong document that guides the region today.

Federal law under Moving Ahead for Progress in the 21st Century ([MAP-21](#)) mandates CMAP's continued adherence to the previous public engagement guidelines for metropolitan transportation plans, which is consistent with CMAP's 2013 Public Participation Plan. These guidelines dictate that all interested parties must have a reasonable opportunity to provide input for a comment period of no less than 45 calendar days, with public meetings conducted at accessible and convenient times and locations, and with plan materials available for public viewing via electronic formats and using visual techniques. The outreach process described in the following sections was performed with these requirements in mind.

Select revisions were made to the plan update based on public comments received. In October 2014, the plan was updated per federal requirements.



Outreach Process

Prior to the 50-day public comment period that commenced on June 13, 2014, numerous outreach techniques were employed to alert the public about the plan update and solicit their feedback. The philosophy behind this outreach effort was to engage CMAP's existing network, rather than endeavor to forge an abundance of new partnerships (as was necessary leading up to the original GO TO 2040 plan's adoption). Through the outreach methods described as follows, both regional stakeholders and the broader public were engaged and encouraged to participate in the plan update process.

Outreach Methods

Starting in fall 2013, an outreach strategy was devised for engaging the public in the plan update process. As the plan update was being developed, the technical elements and draft summary were shared with, and vetted by, CMAP working committees, the Board, and the MPO Policy Committee. Using a variety of communication methods, CMAP staff utilized the agency's broad existing network to notify stakeholders and the general public about opportunities to participate in the forthcoming comment period.

CMAP Committees and Partners

Once the plan update and technical appendices were drafted in spring 2014, staff began to inform each CMAP working committee – including the Citizens Advisory Committee – about the upcoming public comment period at meetings and through meeting materials. CMAP staff asked working committee members, many of whom represent important partner organizations and agencies, to spread the word in turn about the public comment period through their own organizational networks. Additionally, a letter was mailed to all County Board Chairs across the region, inviting their respective boards to provide input and offering to attend meetings to discuss the plan update at each board's discretion.

Subregional Councils

With their local knowledge of community activities and issues, the Planning Liaisons (PLs) who staff the subregional councils across the seven-county region created the ideal network for notifying local leadership (and in turn, their constituents) about the draft plan update. The network of PLs also provides geographic coverage across the seven counties, and the councils presented a logical way to organize public meetings for the public comment period. Therefore, the PLs were integral to arranging and announcing the comment period's series of open house meetings, spreading the word to their respective local leadership by making meeting announcements, posting on on-line calendars, and/or sending emails and mailing flyers. PLs attended the meetings that they helped to organize and provided valuable local perspective in many instances.



General Public

Many private citizens have been engaged with CMAP's work in years past, though some members of the general public are not familiar with CMAP and GO TO 2040. Using both electronic and print communication methods, CMAP staff aimed to strike a balance between investing time wisely to target individuals within the agency's network, while also making plan update information available and easy to find.

To that end, CMAP ran legal notices in a number of printed newspaper publications across the Chicago region, including the Chicago Sun-Times local papers, the Daily Herald, and the Northwest Herald. These notices ran over 30 days prior to the formal public hearing (held July 31, 2014), and this general circulation in printed media was intended to reach those members of the public who may not be regular Internet users.

Electronic Communications

Beyond meeting announcements, formal letter invitations to regional leaders, and printed newspaper notices, the main outreach method used prior to and during this public comment period was electronic communication. The plan update has its own dedicated page on the CMAP website, which housed important details about public participation and was available to anyone with access to the Internet. The draft plan update's webpage (<http://www.cmap.illinois.gov/about/2040/update>) had 699 page views – 483 of them unique – during the length of the entire public comment period.

CMAP began including information in its Weekly Update e-blast – which is electronically sent to approximately 14,000 stakeholders each week – about the forthcoming public comment period starting in spring 2013. That e-blast became a vehicle for sharing details about each upcoming public meeting at least a week in advance. Additionally, CMAP staff used its database, with thousands of stakeholder contacts, to send out geographic-specific e-blasts at least a week before each public meeting, such that people in CMAP's database would receive a reminder email about the upcoming meeting most convenient to their location.

Expanding upon this outreach through CMAP's existing network, staff also reached out to specific organizations representing populations that historically have not always had a voice in planning processes. For instance, members of CMAP's working committees who serve underrepresented populations were asked specifically to share plan update information with their constituents. Additionally, CMAP has built a network of organizations that represent Latino communities around the region. Staff translated the plan update public outreach messaging into Spanish and distributed it to those organizations to encourage participation.



Public Input Formats and Participation

CMAP solicited public comments through a variety of vehicles to accommodate varied schedules and preferred modes of communication. All comments received are considered and valued equally, no matter the format of submission. This description of input formats explains the ways in which interested parties participated in the plan update process throughout the public comment period.

Public Meetings

Public meetings were geographically distributed around the Chicago region in order to provide all residents of the seven-county area with adequate and convenient opportunities to participate in the plan update process. A logical way to organize these meetings for maximum geographic coverage was to work with the PLs, who serve as a bridge between CMAP and the councils of mayors, and have strong networks to reach the mayors and managers in their areas. It was therefore determined by geography that a total of ten public open house meetings in addition to one formal public hearing would be held during this public comment period. The public meeting details are displayed in Table 1 (on page 6).

The location and time of day for each of the public meetings was selected with participants' convenience and accessibility in mind. To the extent possible, CMAP and the PLs worked to schedule the meetings at locations that were familiar and inviting, were accessible by different transportation modes (i.e. – are near transit service, or with available parking), and were convenient for typically underrepresented populations. Meetings were held during the late afternoon to early evening hours on weeknights, which is commonly the most convenient time for members of the general public to attend public meetings outside of typical work hours.

Since the purpose of the public comment period was to provide information and gather feedback on the drafted plan update, an “open house” meeting format was a suitable method of public engagement. Attendees were encouraged to arrive at any time and stay as long as they were able during the posted open house meeting hours. Visual aids and posters were displayed, summarizing the policy recommendations and implementation activities of the four themes in GO TO 2040. Several hard copies of the draft plan update summary and supporting appendices were available for participants to read in more detail and take home. CMAP staff were also available to answer questions, and comment cards were provided for attendees to write and submit formal written comments during the meeting.

Approximately 220 people attended these public meetings in total, and about 25 comment cards were submitted during the course of the public meetings. The final public meeting was a hearing – which included a formal oral comment session – and 11 people gave oral testimony that was recorded and transcribed by CMAP staff.



Table 1. Public Meeting Date and Location Details

<p>Lake County Tuesday, July 17, 2014 Lake County Division of Transportation (600 W. Winchester Rd., Libertyville, IL 60048) Attendance: 11</p>	<p>Northwest / North Central Cook County Thursday, July 10, 2014 Arlington Heights Village Hall (33 S. Arlington Heights Rd., Arlington Heights, IL 60005) Attendance: 18</p>
<p>South Cook County Thursday, June 19, 2014 South Suburban Mayors and Managers Assoc. (1904 W. 174th St., East Hazel Crest, IL 60429) Attendance: 17</p>	<p>Kendall County Monday, July 14, 2014 Historic County Courthouse (109 W. Ridge St., Yorkville, IL 60560) Attendance: 7</p>
<p>Will County Monday, June 23, 2014 New Lenox Village Hall (1 Veterans Parkway, New Lenox, IL 60451) Attendance: 28</p>	<p>Kane County Tuesday, July 15, 2014 Kane County Government Center (719 S. Batavia Ave., Geneva, IL 60134) Attendance: 17</p>
<p>Southwest Cook County Tuesday, June 24, 2014. Palos Hills City Hall (10335 South Roberts Rd., Palos Hills, IL 60465) Attendance: 8</p>	<p>McHenry County Thursday, July 17, 2014 McHenry County Administration Building (667 Ware Rd., Woodstock, IL 60098) Attendance: 23</p>
<p>DuPage County <i>Municipal Leaders Meeting, Public Open House</i> Wednesday, June 25, 2014 DuPage County Administration Building (421 N. County Farm Rd., Wheaton, IL 60187) Attendance Total: 34</p>	<p>Central Cook County – Public Hearing <i>Public Open House, Oral Comment Session</i> Thursday, July 31, 2014 Chicago Metropolitan Agency for Planning (233 S. Wacker Dr., Chicago, IL 60606) Attendance: 41</p>
<p>West Central Cook County Wednesday, July 9, 2014 LaGrange Village Hall (53 S. LaGrange Rd., LaGrange, IL 60525) Attendance: 16</p>	

On-line Comment Form

Another primary method available for collecting input during this public comment period was electronically through an on-line form on the CMAP website. This on-line comment form included links to the draft plan update summary and appendices so that interested parties could download and review the draft update materials and then share input from the same webpage at their convenience. This input format facilitated participation from those people who were interested in the update process but were unable to attend one of the public meetings.



Nearly 60 on-line comments were received, ranging from topics across the major themes of GO TO 2040.

Other Comment Types

CMAP staff also accepted comments in the form of e-mails, hard copy letters, phone calls, and faxes. Individuals, organizations, and units of government submitted over 50 comments in these various formats. These included communications with CMAP partners that had direct feedback on specific areas of the plan update.

One distinct category of comments received was form letters – standardized, project-specific messages from individuals who were galvanized by the advocacy of a nonprofit organization about a given topic. Some individuals customized their comment to express a personal sentiment, but the vast majority of these comments were identical in content. These comments were either submitted one-by-one directly to a designated CMAP staff person over email, or were collected by the organization and submitted in bulk at the close of the comment period. Table 2 summarizes the organizations, issues, and number of form letters received.

Table 2. Form Letter Comments

Organizational Membership	Issue / Project of Concern	Number of Standardized Comments
Environmental Law and Policy Center	Opposes the Illiana Expressway	221
Midwest High Speed Rail Association	Supports the CrossRail Chicago project	660
Sierra Club – Illinois Chapter	Opposes the Illiana Expressway	401

As Table 2 shows, hundreds of form letter comments were generated to voice opinions about two specific transportation projects (discussed further on pages 10-11). The volume of form letters demonstrates the strength of these advocacy efforts, which are a welcome contribution to long-range transportation planning.

Input Summary and Results

In total, over 1,400 comments were received during the public comment period, the majority of which were form letters (see Table 2). The approximately 150 non-standardized comments spanned submission formats, as well as levels of detail and analysis. They were submitted by a



range of commenters – from private citizens to nonprofit organizations to various governmental entities – and comments were received from all across the region.

The geographic origin of all comments received during the public comment period – including form letters – is displayed in Figure 1. Nearly one third of all comments were submitted from outside of the CMAP region, most of which were form letters. Figure 2 focuses on the geographic origin of the approximately 150 non-standardized comments, which mostly came from people who live and work within the seven-county CMAP region. Of those comments, 60 percent originated in Cook County, followed by 18 percent submitted from Will County, and 12 percent submitted from the remaining collar counties.

Figure 1. Geographic Origin of All Comments

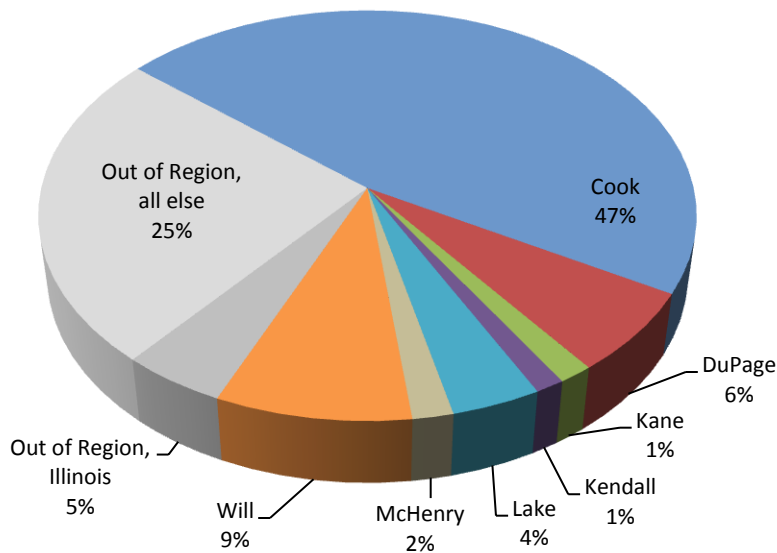
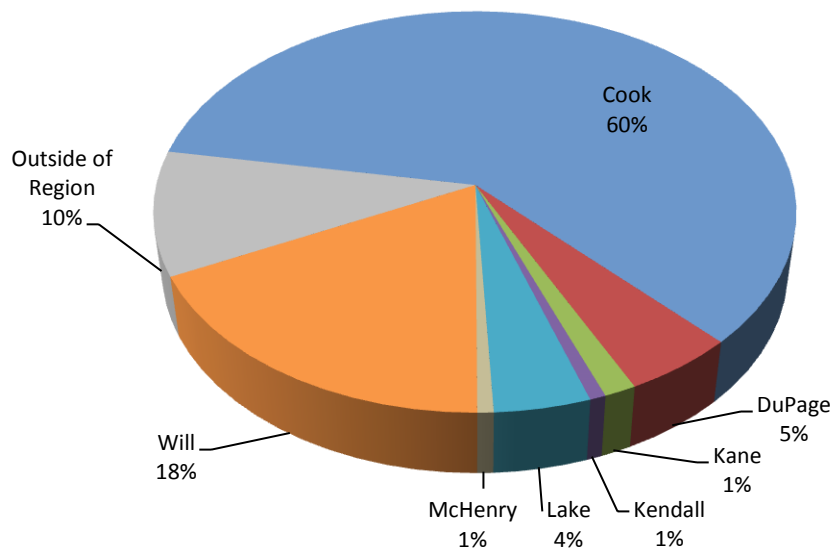


Figure 2. Geographic Origin of Comments, Excluding Form Letters



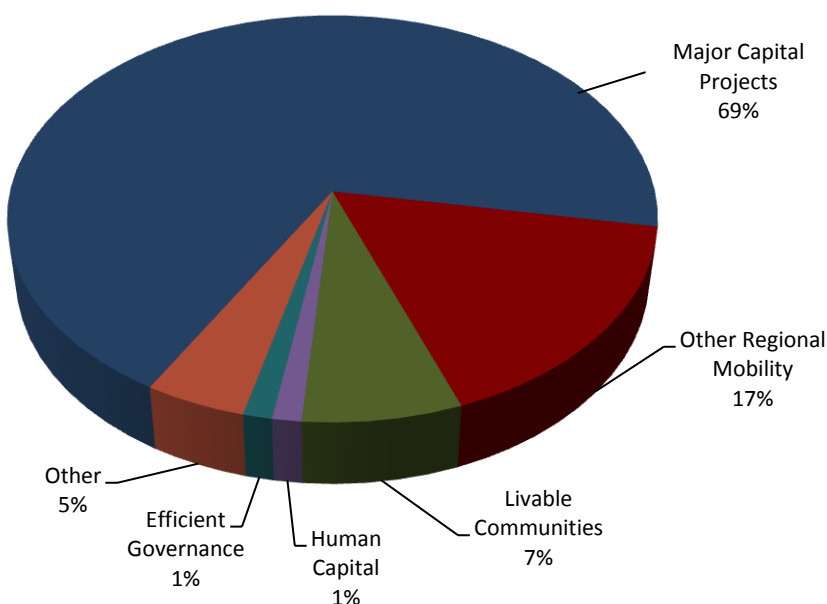
Description of Public Input

Many comments expressed an interest in principles already embedded into GO TO 2040, which reinforces the need for continued commitment to those issues. Several comments called for investing in the region’s existing transportation system (with a particular support for public transit) before expanding or creating new transportation facilities. Similarly, many participants had thoughts and questions regarding the plan update’s prioritization of advancing new sources of reasonably expected revenues to invest in our region’s transportation system. Many comments offered suggestions for improving the implementation of recommendations already in GO TO 2040, from facilitating coordination around bicycle and pedestrian trailways planning to creating stronger stormwater management tools for local governments to use.

Other comments offered observations and made requests about specific elements of the draft plan update, which are examined further in the **Responses to Input** section. General support for CMAP’s work was expressed by many commenters, from encouraging the exploration of additional funding sources to improve our region’s transportation system to advocating for the continuation of the Local Technical Assistance (LTA) program.

While comments were received across all four themes of GO TO 2040, the majority pertained to transportation-related issues. Figure 3 displays the distribution of comments by plan theme, with a separate category for comments about major capital projects. This chart excludes the more than 1,200 form letters – which are addressed separately (pages 10-11) – in order to present a more balanced representation of the breadth of topics that were covered during the public comment period.

Figure 3. Comments by GO TO 2040 Plan Theme, Excluding Form Letters



A Focus on Transportation Projects

In total, the high volume of form letters focusing on two specific transportation projects shifted the overarching theme of public input toward a concern for major capital projects. Even excluding the form letters, this category of specific transportation projects – both on CMAP’s list of major capital projects, as well as other roadway and transit projects – still comprised around two-thirds (or, approximately 100 comments) of the input received. Generally, people commented on the transportation projects located near where they live or work, which have the potential to directly influence their quality of life and mobility options.

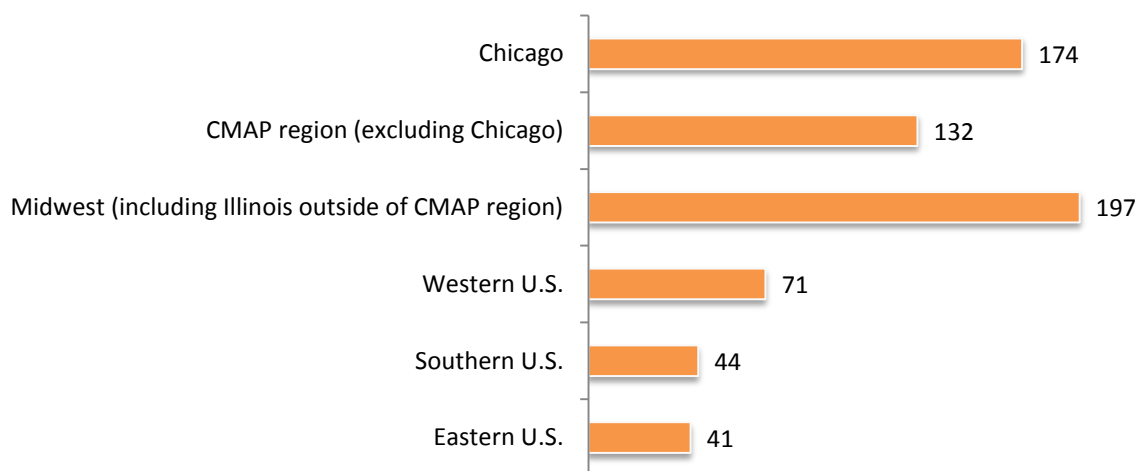
The plan update continues the same priorities of GO TO 2040. As such, the list of major capital projects includes the same set of projects under fiscal constraint as the original plan, minus three projects already completed (add lanes projects on portions of I-80, I-88, and I-94), plus two projects amended into the plan in 2013 (the Circle Interchange and the Illiana Expressway). While only about three percent of the revenue projected for transportation projects in the region through 2040 is available for major capital projects, these transportation projects still garner a great deal of attention from stakeholders and the general public.

During the public comment period for the plan update, the transportation projects and proposals that drew particular interest included:

CrossRail Chicago

The Midwest High Speed Rail Association (MHSRA) led a form-letter campaign supporting the CrossRail Chicago project and urged CMAP to adopt it as a priority in GO TO 2040. Figure 4 shows the geographic origin of comments received. Less than half of the form letters supporting CrossRail Chicago were submitted from communities within the CMAP region, while about one third were submitted from downstate Illinois, Indiana, Wisconsin, and the greater Midwest.

Figure 4. Geographic Origin of CrossRail Chicago Project Supporters



The geographic extent of interest in CrossRail Chicago is likely related to the project’s scale; it proposes a phased approach to link major transportation assets and job centers throughout the region (notably O’Hare International Airport, Union Station, and McCormick Place) by integrating existing plans. None of the entities that build major capital projects in the region came forward as the project implementer, so CrossRail Chicago is not included in the universe of major capital projects (constrained or unconstrained). However, the project is currently listed in CMAP’s Major Capital Projects appendix to the draft plan update, which notes the current cost estimates for this project’s early stage of planning.

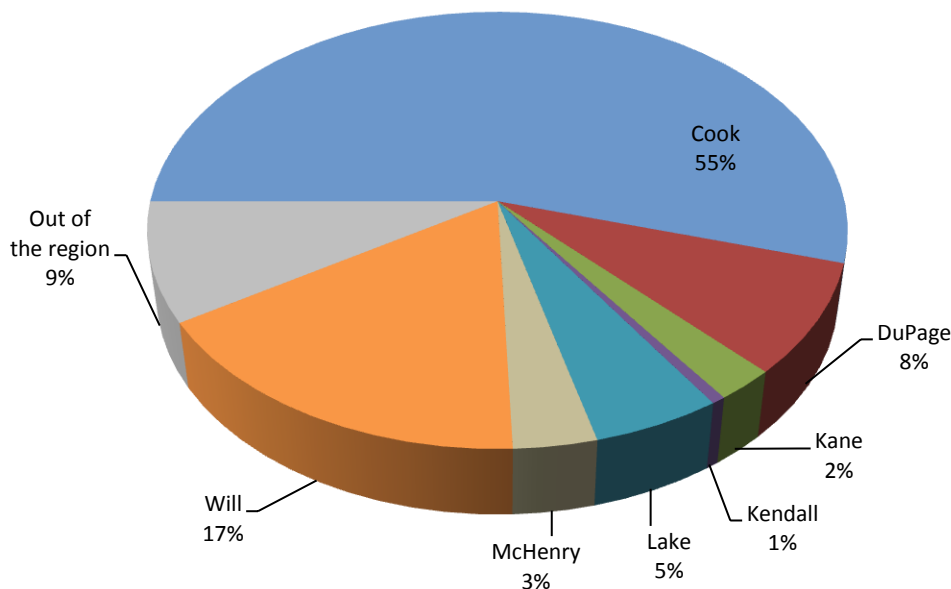
Illiana Expressway

During the public comment period, notable opposition was expressed for the Illiana Expressway (a proposed 47-mile tolled alternative for long-distance truck freight), even excluding the large volume of standardized form letters that were submitted. Both the Sierra Club – Illinois Chapter and the Environmental Law and Policy Center led form letter campaigns that collectively generated over 600 comments (see Table 2, page 7) opposing the project’s inclusion on GO TO 2040’s list of fiscally constrained major capital projects.

A variety of private citizens, nonprofit organizations, and county government representatives expressed this opposition. Figure 5 displays the geographic origin of all the comments opposing the Illiana Expressway, depicting how these comments were dispersed across all counties in the CMAP region (as well as in other parts of Illinois and in Indiana). There were points of concentrated opposition both in the area of the proposed roadway alignment in southern Will County, as well as on the north side of the City of Chicago.

It should be noted that there was also support expressed for the Illiana during the public comment period, but the volume was small compared to the opposition.

Figure 5. Geographic Origin of Comments Opposing the Illiana Expressway



Other transportation projects

Beyond CrossRail Chicago and the Illiana Expressway, many other comments were submitted about transportation projects both on and off the major capital projects list. Some commenters asked that certain projects be prioritized by CMAP with inclusion onto the plan's major capital projects list, while other commenters cautioned about pursuing particular projects.

The other transportation projects that were commented on specifically for support included:

- Extension of Metra's BNSF line into Kendall County (currently on unconstrained list)
- Circle Line (currently on unconstrained list)
- IL 53/120 Tollway (support for both the project being built and for continued adherence to the recommendations of the Blue Ribbon Advisory Council [BRAC])
- West Lake Commuter Rail (support for including on the fiscally unconstrained project list)
- STAR Line Corridor (currently on unconstrained list)
- Adding managed lanes on I-80 (currently on unconstrained list)

Responses to Input

The changes to the plan update based on comments received are described as follows. These do not include the minor changes to correct typos and formatting, but instead focus on revisions made to the plan update that were directly due to public feedback. No major changes were made to policy recommendations in the plan update, but the following describes the areas where clarification and further detail was called for by partners and stakeholders, or where the volume of comments warranted further discussion.

- *Discussion of Bus and Arterial Rapid Transit*: Discussion occurred during the development of the plan update about the best way to treat Bus Rapid Transit (BRT) and Arterial Rapid Transit (ART) projects in the update. The Regional Transportation Authority (RTA) offered guidance on this matter during the public comment period, suggesting text revisions that have since been made in the plan update summary. These changes aim to appropriately frame BRT and ART options in the context of improving the overall transit system's operations and fiscal health, echoing the RTA's Transit Strategic Plan.
- *Support for CrossRail Chicago*: Hundreds of form letters were submitted asking CMAP to prioritize the CrossRail Chicago project. Given its very early planning phase, this project remains where it was listed in the draft Major Capital Projects appendix. Language was added to the project description in the Major Capital Projects appendix to encourage supporters to continue to study the project, identify funding sources, and identify a project implementer. As details are solidified in future years, this project can be reevaluated for consideration in the universe of major capital projects.



- *Opposition to Illiana Expressway*: The Illiana Expressway was amended into the plan in 2013 and is included on the fiscally constrained major capital projects list. It received significant debate during a public process at that time and was specifically amended into the plan by a vote of the MPO Policy Committee. During this plan update public comment period, the most common arguments enumerated against this project included concerns that the roadway would cause environmental degradation, loss of prime farmland, and a large financial burden on the taxpayers of Illinois. Additionally, many comments questioned the project’s consistency with the principles of sustainable growth for the region at the core of GO TO 2040.

No major changes were made to the GO TO 2040 plan during this update process, given the amount of consensus-building and research that informed the development of the original plan. There is a process that has been established to amend the major capital projects list between plan updates, and the outcomes of those processes were preserved for the plan update. Text was added to the Illiana Expressway project description in the Major Capital Projects appendix to reflect the volume of comments received and the need to protect the region’s open and green space during project implementation. It will be important to consider the environmental and local community impacts, as well as to protect the public interest in the public-private partnership funding structure as much as possible.

- *Implementation of Reasonably Expected Revenues*: Several comments were submitted regarding the plan update’s prioritization of advancing new sources of reasonably expected revenues to invest in our region’s transportation system. While acknowledging the necessity of these new revenues, many asked questions about the potential time frame and political support needed to implement them, or wanted assurance that local and regional stakeholders would be involved in decision making and implementation. CMAP understands the concerns about political feasibility and agrees that implementation of these revenues will need to be driven by a strong regional coalition of CMAP and its partners.

Response Summary Tables

Summary tables of all comments received are categorized by the four themes of GO TO 2040. These tables share the CMAP staff response to each comment, as well as any changes to the plan update as a result of that input. The pertinent public meeting discussions are summarized after each table for consistency reasons. A [full compilation of public comments](#) received is available for review.



<ul style="list-style-type: none"> • Emphasis on continued need to increase access to the region’s assets via public transportation. (<i>Sustainable Englewood, residents</i>) 	<p>No change made to plan update. Comments reinforced existing CMAP priority and commitment to increasing and improving transit.</p>
<hr/>	
<p><u>Congestion Pricing:</u></p> <ul style="list-style-type: none"> • The express toll revenues generated in a given corridor should be used to promote, enhance, and expand transit service in that corridor’s area. Any arterial improvements that these revenues fund should incorporate bicycle and pedestrian facilities and links. (<i>Village of Hoffman Estates</i>) • Local community participation in a transparent process is critical to any decision-making about future tolling of existing, non-tolled facilities. (<i>Village of Hoffman Estates, residents</i>) 	<p>The plan update’s summary and Financial Plan appendix address these comments, which are taken under continued advisement as reasonably expected revenues are explored further and implemented.</p> <p>Language was added to the summary (page 4) to reinforce the necessity for local and regional stakeholders to work collaboratively in pursuing new revenue sources.</p>
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<p><u>State Motor Fuel Tax (MFT) Issues:</u></p> <ul style="list-style-type: none"> • Continued discussions are merited for indexing MFT to inflation and finding a better long-term funding solution. The politics cannot be ignored, analysis about replacements should be shared with stakeholders, and discussions should be open and public. (<i>Village of Hoffman Estates, DuPage Mayors and Managers Conference [DMMC]</i>) • Support for replacing MFT with a vehicle miles travelled (VMT) fee. (<i>Resident</i>) 	<p>The plan update’s summary and Financial Plan appendix address these comments, which are taken under continued advisement as reasonably expected revenues are explored further and implemented.</p> <p>Language was added to the summary (page 4) to reinforce the necessity for local and regional stakeholders to work collaboratively in pursuing new revenue sources.</p>
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<ul style="list-style-type: none"> • Communities considering variable parking pricing would benefit from guidance as to how revenues would best be used. (<i>Village of Hoffman Estates</i>) 	<p>No change made. CMAP recommends that local revenues generated by variable parking pricing be invested in local transportation improvements. The plan update summary calls for CMAP’s continued work with local governments on parking issues through the LTA program and model ordinances/toolkits (like Parking Strategies to Support Livable Communities, April 2012).</p>
<hr/>	
<ul style="list-style-type: none"> • The ability of local communities to access funds for new transit services or road improvements are just as important at the local level as continuing investments in existing services in more densely developed areas. Performance measures used to help prioritize funding should give due consideration to needs in both developed areas and those which are still growing, and should consider different metrics. (<i>Village of Hoffman Estates</i>) 	<p>No change made. The plan update greatly emphasizes the need for additional funding sources for maintaining existing facilities and investing in existing communities.</p>



<ul style="list-style-type: none"> Mention Pace’s Transit Supportive Guidelines under the appropriate action items (Regional Mobility, Conduct supportive land use planning). (<i>Pace Bus</i>) 	<p>No change made. The Implementation Action Areas appendix provides summaries of each recommended action, which are not intended to capture every example of pertinent work by partners/implementers. Pace’s Transit Supportive Guidelines already play a key role in implementing this action, and will be added as an example of implementation into CMAP’s next Moving Forward report.</p>
<ul style="list-style-type: none"> The City of Chicago’s implementation of a Transit Oriented Development Ordinance, Pedestrian Street Designations, and a Complete Streets Policy should be recognized. (<i>Resident</i>) 	<p>No change made. The plan update is not intended to contain every example of pertinent work by partners/implementers, but Chicago’s activity in this area can be highlighted in future plan implementation reports.</p>
<ul style="list-style-type: none"> CMAP’s designation of Quentin Road between Lake Cook and Dundee Roads as a Strategic Regional Arterial (SRA) is underpinning Cook County plans to expand the road from two to five lanes through part of the Deer Grove Forest Preserve. (<i>Residents</i>) 	<p>No change made to the plan update. SRA Design Concepts were produced for CMAP’s predecessor agency – the Chicago Area Transportation Study (CATS) – in 1994. CMAP encourages concerned citizens’ continued conversations with the Cook County Highway Department about this project.</p>
<ul style="list-style-type: none"> Would like Amtrak to work with Metra and railroad so that Amtrak trains can stop at the West Lake Forest station. (<i>Resident</i>) Better operational management and infrastructure is needed at points of intersection between passenger rail service and freight movement. (<i>Resident</i>) 	<p>No change made to plan update. CMAP generally supports the idea of coordination between passenger and freight rail services.</p>
<ul style="list-style-type: none"> Support the transfer of freight on the outskirts of the region to avoid bottlenecks and use of multimodal facilities to maximize efficiency in freight movement. (<i>Resident</i>) 	<p>No change made. The Regional Mobility sections of the plan outlines strategies for efficient freight movement, such as completing CREATE.</p>
<ul style="list-style-type: none"> Suggestions for exploring or implementing new transportation technologies like automated vehicles, “Hyperloop” fast transit, or Superconducting Maglev technology. (<i>Resident, technology/product representatives</i>) 	<p>No change made to plan update. Transportation implementers should consider as technologies advance.</p>

Related Discussions from Public Meetings

In general, many public meeting attendees expressed their support for CMAP’s emphasis on investing strategically in transportation, and prioritizing the maintenance and modernization of our existing transportation facilities rather than focusing on building new ones. Transit service was a topic of interest in different parts of the region. At a couple of meetings, attendees had concerns and questions about specific transportation projects or proposals that are outside CMAP’s major capital projects list. CMAP staff were able to help provide what information was available about these specific projects.



Public Comments on Major Capital Projects	CMAQ Staff Response
<ul style="list-style-type: none"> The Tollway should continue to follow the environmental recommendations outlined by the Blue Ribbon Advisory Council (BRAC) for the IL 53/120 Tollway project. (CMAQ’s Environment and Natural Resources [ENR] Committee membership) 	<p>Significant emphasis on this point was previously included in the plan and has carried over into the subsequent IL 53/120 Corridor Land Use project. Language was added to the plan update summary reiterating the importance of designing the facility to protect environmental assets and local community character as much as possible.</p>
<ul style="list-style-type: none"> Clearly differentiate support for the IL 53/120 Tollway project in central Lake County from any future examination of or support for the McHenry-Lake Corridor. (CMAQ’s ENR Committee membership) 	<p>The two projects are clearly separate in the plan update. McHenry-Lake Corridor is in the universe of major capital projects; however it sits on the “Projects Reclassified or Not Evaluated” list and therefore was not modeled.</p>
<ul style="list-style-type: none"> Support for interchange access and transit improvements planned (and under construction) for the I-90 corridor. (Village of Hoffman Estates) 	<p>No change required. The Jane Addams Tollway is a fiscally constrained major capital project. CMAQ funds are supporting enhanced transit elements as described in the Major Capital Projects appendix.</p>
<ul style="list-style-type: none"> Add language into the IL 53/120 Tollway project narrative that is similar to the discussion of reserving space for future transit services in the Elgin O’Hare Western Access project description. (Village of Hoffman Estates) 	<p>Principles from the BRAC process are guiding the continued IL 53/120 Tollway work, and they call for “innovative design solutions for a safe, integrated, multi-modal corridor.” To the extent that demand exists, transit service could be considered. Text has been added to this effect in the Major Capital Projects appendix.</p>
<ul style="list-style-type: none"> Include the West Lake Corridor project – a proposed extension of the South Shore Line in Indiana – on the list of fiscally unconstrained major capital projects in the plan update. (The Northwestern Indiana Regional Planning Commission [NIRPC]) 	<p>This project was added to the Major Capital Projects appendix on the list of “Projects Not Included in the Universe,” which includes projects that were submitted late, lacked important details, or were too early in the planning phase to appropriately classify.</p>
<ul style="list-style-type: none"> Mention or reference the Cook DuPage Area Rapid Transit Investment Plan – which Pace is currently developing – specifically in discussions of transit service in the Elgin O’Hare Western Access project; DuPage “J” Line; and O’Hare to Schaumburg Transit Service. (Pace) 	<p>References to Pace developing a phased transit investment plan were added to the project descriptions of the Elgin O’Hare Western Access project and the DuPage “J” Line project, and to the project status of the O’Hare to Schaumburg Transit Service project.</p>



<ul style="list-style-type: none"> Revise the discussion of Bus Rapid Transit (BRT) and Arterial Rapid Transit (ART) in the plan update to more accurately reflect how it is just one of many transit opportunities that would help achieve a world-class transportation system for the Chicago region. (<i>Regional Transportation Authority [RTA]</i>) 	<p>Text in the plan update summary was revised to reduce the prominence of BRT/ART and instead put it in the context of improving the overall transit system’s operations and fiscal health, citing the RTA’s Transit Strategic Plan.</p>
<ul style="list-style-type: none"> Ongoing National Environmental Policy Act (NEPA) studies and public input for both the I-290 and I-55 projects will determine the preferred project alternatives, which may not include express toll lanes, but rather may employ other managed lane strategies. (<i>Illinois Department of Transportation [IDOT] – District 1 Division of Highways</i>) 	<p>Comment on language/project classification is noted by CMAP staff. No change made to the major capital projects text.</p>
<ul style="list-style-type: none"> Mention the A2 flyover project explicitly as a potential strategy in the Metra UP West Improvements project. (<i>Midwest High Speed Rail Association [MHSRA]</i>) 	<p>The A2 flyover is among the alternatives under evaluation as part of the UPWest Improvements project. The text of the project description has been revised to reflect this.</p>
<ul style="list-style-type: none"> More transit projects should be included on the fiscally constrained list to reinforce the priority of increasing commitment to public transportation. (<i>Resident</i>) 	<p>No changes made. CMAP evaluated the benefits of proposed capital projects to help prioritize them for inclusion within the plan’s fiscal constraint, and several transit improvements (as well as other projects with transit components) were ultimately included. Beyond this, the plan and its update continue to prioritize a commitment to transit.</p>
<ul style="list-style-type: none"> Clarifications were requested regarding the Financial Plan appendix, particularly about the alignment of the long-range transportation forecasts with short-term budget cycles and how that alignment might impact the need for local matching funds to support some local projects. (<i>DuPage County Department of Transportation</i>) 	<p>CMAP sent an email in response. The draft plan update represents a long-term forecast for planning purposes that is not compatible for a particular annual budget in a given year or even a particular five-year program.</p>
<p><u>Support for CrossRail Chicago project:</u></p> <ul style="list-style-type: none"> Phased proposal seeks to link assets and job centers around the region (O’Hare, Union Station, McCormick Place) by connecting existing infrastructure Would make jobs more accessible via transit Would reduce travel times from those currently experienced on existing facilities <p>(<i>MHSRA, residents – form letters and individual comments</i>)</p>	<p>This project remains in the Major Capital Projects appendix on the “Projects Not Included in the Universe” list, since it is still in an early planning phase. The project can be reevaluated for inclusion in the universe of major capital projects in the future.</p>
<ul style="list-style-type: none"> Opposition for CrossRail Chicago project because of the backlog of more urgent capital projects. (<i>Resident</i>) 	<p>This project remains in the Major Capital Projects appendix on the “Projects Not Included in the Universe” list, since it is still in an early planning phase. The project can be reevaluated for</p>



inclusion in the universe of major capital projects in the future.

Opposition to the Illiana Expressway:

The opposing comments urge the CMAP Board not to adopt an update to GO TO 2040 that includes the Illiana on the fiscally constrained list of major capital projects. Most common arguments include:

- Project would violate core principles of sustainable growth in the region’s GO TO 2040 plan and undermines the Green Infrastructure Vision.
- Project would degrade the Midewin National Tallgrass Prairie, other natural resources, and prime farmland.
- The project would not produce the degree of freight and economic benefits predicted.
- It is fiscally risky and could leave taxpayers on the hook to cover up to \$1 billion in costs.

(Resident, s President of Cook County Board of Commissioners, Will County Board Member - District 1, over two dozen nonprofit organizations -- form letters and individual comments; see compiled comments for full list)

Language was added to the plan update Summary emphasizing the need to protect environmental assets and local community character as much as possible. The project remains on the fiscally constrained list of major capital projects since this particular plan update is being conducted to renew the baseline data rather than recommend major policy changes. It is also a CMAP priority to protect the public interest in Public Private Partnership funding proposals, which applies to this project.

- Support for the Illiana Expressway project as a needed freight asset and economic development driver. *(State Senator Pat McGuire – District 43, resident)*

Language was added to the plan update summary emphasizing the need to protect environmental assets and local community character as much as possible. The project remains on the fiscally constrained list of major capital projects, since this particular plan update is being conducted to renew the baseline data rather than recommend major policy changes. It is also a CMAP priority to protect the public interest in public-private partnership funding proposals, which applies to this project.

- Support the Circle Line project. *(Resident)*

Currently on the fiscally unconstrained list of major capital projects.

- Support for the STAR Line Corridor project. *(Resident)*

Currently on the fiscally unconstrained list of major capital projects.

- Include the extension of Metra’s BNSF passenger service into Kendall County on the fiscally constrained list of major capital projects. *(Village of Montgomery)*

No change made. The project is currently on the fiscally unconstrained list of major capital projects and will require support from Kendall County to enter into and pay taxes to be a part of the RTA service area.

- Expand I-80 from New Lenox to I-55 from two to three lanes due to increasing traffic. *(Will County Board Member Tom Weigel)*

I-80 Add/Managed Lanes project (I-80 from Ridge Road to US 30, which encompasses the portion commented upon) is on the fiscally unconstrained list of major capital projects.



Related Discussions from Public Meetings

Many questions and concerns with the Illiana Expressway were expressed, in particular at the meeting held in Will County (near the project's Tier 2 alignment), but also at several other public meetings around the region. Otherwise, each public meeting tended to garner comments about the major capital projects located in the vicinity of where the meeting occurred (e.g. meeting attendees in Lake County asked about the IL 53/120 Tollway, and attendees in Kendall County supported the BNSF extension project).



Public Comments on Livable Communities	CMAP Staff Response
<ul style="list-style-type: none"> Take serious steps to increase affordable housing that is evenly distributed throughout the region, beyond technical assistance. Ideas include working with partners to provide incentives in high-cost municipalities and for intergovernmental agreements; intensify consequences for failing to comply with affordable housing regulations. (<i>Open Communities, resident</i>) 	<p>No changes to the plan update made; these priorities were already captured in the Livable Communities section of the plan. CMAP also continues work that addresses these comments, from conducting Homes for a Changing Region projects across the region, to developing a Fair Housing Toolkit.</p>
<ul style="list-style-type: none"> Include accessible, community-integrated housing for people with disabilities as a goal under Livable Communities. (<i>Open Communities</i>) 	<p>No changes to the plan update made; these priorities were already captured in the Livable Communities sections of the plan. CMAP also continues work that addresses these comments, from conducting Homes for a Changing Region projects across the region, to developing a Fair Housing Toolkit.</p>
<ul style="list-style-type: none"> Include language in the Livable Communities section of the plan update about diversity and inclusion of all (particularly by income, race, national origin, disability, age, and familiar status). (<i>Open Communities</i>) 	<p>Text added to reflect this description in the introduction of the plan update summary's Livable Communities section.</p>
<ul style="list-style-type: none"> Consider the 14 Millennium Reserve priorities in final revisions to the plan update. (<i>Millennium Reserve</i>) 	<p>No changes made, since many of the Millennium Reserve goals and principles are already represented in the plan update.</p>
<ul style="list-style-type: none"> Mention Pace's Transit Supportive Guidelines under the appropriate action items (Livable Communities, Link transit, land use, and housing). (<i>Pace Bus</i>) 	<p>No change made. The Implementation Action Areas appendix provides summaries of each recommended action, which are not intended to capture every example of pertinent work by partners/implementers. Pace's Transit Supportive Guidelines already play a key role in implementing this action, and will be added as an example of implementation into CMAP's next Moving Forward report.</p>
<ul style="list-style-type: none"> CMAP should encourage communities to re-tool their zoning codes to facilitate more compact development. (<i>Resident</i>) 	<p>No change made to the plan update. CMAP addresses this comment frequently through LTA projects and also has created a Form-Based Codes Guide.</p>



<ul style="list-style-type: none"> There should be greater acknowledgement of the preservation of the region’s historic architecture and arts/cultural assets. (<i>Resident</i>) 	<p>No changes made to the plan update. GO TO 2040 supports historic preservation and maintaining community character in the Livable Communities section of the plan. In part as a response to the comments of this nature during the development of GO TO 2040, CMAP created an Arts and Culture Planning Toolkit.</p>
<ul style="list-style-type: none"> Encourage coordination amongst implementers (like forest preserve districts and local governments) in building, connecting, and maintaining bicycle and pedestrian trails and signage. Comments applied to the region in general, as well as a couple that specifically pertained to West Cook County. (<i>Residents</i>) 	<p>No change made to the plan update, which already recommends connecting parks and open spaces. Many LTA projects focus on the coordination and development of communities’ nonmotorized transportation systems.</p>
<ul style="list-style-type: none"> Enable better stormwater management and flood protection across the region, primarily by equipping local governments with guidance and tools for mitigation. Suggested strategies included encouraging land acquisition in flood-prone urbanized areas, and creating climate change measures for municipalities to use in their capital planning. (<i>DuPage County Forest Preserve District, residents</i>) 	<p>No change made to the plan update. CMAP recommends many stormwater management strategies to local communities in its LTA projects, and also has a Climate Adaptation Guidebook for municipalities to use. CMAP is working to secure a sustainable funding source for non-transportation related projects like these.</p>

Related Discussions from Public Meetings

Some public meeting attendees shared anecdotes about flooding problems in their communities, and many were interested in CMAP’s efforts around energy efficiency and building retrofitting.



Public Comments on Human Capital	CMAP Staff Response
<ul style="list-style-type: none"> Correct two details in the plan update summary’s description of the Chicago Cook Workforce Partnership (CCWP): 1) New York City has the largest nonprofit workforce board in the nation, while Chicago’s is second-largest; 2) CCWP focuses on many business sectors, not just freight and manufacturing. (CCWP) 	<p>Factual errors were corrected in the Human Capital section of the plan update summary.</p>
<ul style="list-style-type: none"> Suggest including information about the Integrated Workforce Information System (IWIS) under the “Improve Data and Information Systems” section of the plan update Summary. (CCWP) 	<p>No change made to the plan update. Since data is ever-changing, CMAP does not generally name specific data resources – which evolve all the time – in its published materials. The summary provides broad details on each plan recommendation, but it is not intended to capture every example of pertinent work by partners/implementers.</p>

Related Discussions from Public Meetings

Many public meeting attendees were interested in CMAP’s cluster analyses and curious to learn more, though they left no formal comments on those topics.



Public Comments on Efficient Governance	CMAP Staff Response
<ul style="list-style-type: none"> In light of the plan update, wish to reiterate concerns with a number of Regional Tax Policy Principles as currently drafted. Further discussion about tax policy should be inclusive and occur with the full benefit of CMAP’s information and resources. (<i>DuPage Mayors and Managers Conference [DMMC], Village of Carol Stream</i>) 	<p>No changes made to the plan update. Comments pertain to the draft Regional Tax Policy Principles, which the CMAP Board tabled. CMAP welcomes this input as it considers next steps for addressing tax policy issues.</p>
<ul style="list-style-type: none"> Concerned with the potential impacts of proposed tax policy reforms, especially a sales tax reform initiative, on communities that do not levy a local municipal property tax. (<i>Village of Carol Stream</i>) 	<p>No changes made to the plan update. See above response. CMAP welcomes this input as it considers next steps for addressing tax policy issues.</p>
<ul style="list-style-type: none"> Implementation Action #2 under the “Reform State and Local Tax Policy” should be qualified to include caveat about avoiding redistribution of existing revenues and acknowledging that local governments have planned for their future based on the current revenue sharing practices. (<i>Village of Orland Park</i>) 	<p>No changes made to the Implementation Action Areas appendix. The text in question is just one example of tax policy reform to consider in a summary of possible actions. CMAP welcomes this input as it considers next steps for addressing tax policy issues.</p>

Related Discussions from Public Meetings

Though not submitted through the formal comment channels, many public meeting attendees were eager to discuss and learn more about the political implications and potential cost savings resulting from local government coordination and service-sharing arrangements.





Chicago Metropolitan
Agency for Planning

233 South Wacker Drive, Suite 800
Chicago, IL 60606

312-454-0400

info@cmap.illinois.gov

www.cmap.illinois.gov

