



## MEMORANDUM

**To:** CMAP Board and Committees  
**From:** CMAP Staff  
**Date:** September 5, 2018  
**Re:** ON TO 2050 Public Comment Response Log

---

---

The following document summarizes the comment received on the draft ON TO 2050 plan and proposed staff responses. Staff received just under 1,000 comments on the plan, via the following formats:

- 473 Web form comments
- 450 Emails or letters
- 3 Phone calls from residents
- 28 Open house comment cards
- 16 Public hearing statements
- 970 Public Comments**

These comments varied broadly in scope and scale, from straightforward requests to address the impacts of trucks to complex letters that covered a range of plan topics. Most letters asked for an addition or change to the draft Plan, particularly with regard to Regionally Significant Projects. In fact, almost 750 of the responses can be attributed to support for two projects: CrossRail and the extension of the Metra BNSF service to Kendall County. This mirrors comment received during GO TO 2040, which was primarily comprised of letter campaigns on specific projects or issues.

The following document provides detailed responses to each comment received. Comments are categorized by plan chapter, then recommendation. When a letter or comment addressed multiple areas of the plan, that comment was split across the appropriate chapters. Due to their volume, the CrossRail and BNSF comments are addressed with a single record, with total counts noted.

## Process Comments

Comment	Staff Response
<p><u>Human and Community Development Committee:</u></p> <p>Explain the definition of “adoption” of the plan and what are the explicit commitments made by local governments, as well as the state and federal governments, to the plan’s implementation.</p>	<p>Definition to be added to the ON TO 2050 landing page.</p>
<p><u>Human and Community Development Committee:</u></p> <p>Explain the process to evaluate the plan’s implementation, measure the plan’s outcomes and provide ongoing, regular public reports on the plan’s progress, including all opportunities for community leadership in these activities.</p>	<p>CMAP produces an annual implementation report, which tracks progress on indicators, highlights best practices and projects that are implementing the Plan, and notes where progress may be needed.</p> <p>Community leadership and participation is present at multiple levels, from CMAP Working Committees and the Citizens’ Advisory Committee, to stakeholder groups involved in each Local Technical Assistance project. As part of ON TO 2050 implementation, CMAP is reviewing its committee structure, with particular consideration of inclusion.</p>
<p><u>Illinois Department of Transportation:</u></p> <p>CMAP should create an accompanying implementation matrix that will allow stakeholders to know exactly what their roles and responsibilities are and what they’ve been charged with accomplishing.</p>	<p>This is underway, and will be provided with the draft plan to be distribute to Transportation Committee on September 21, 2018. A sample is available for the Community chapter in the September 5, 2018 draft.</p>
<p><u>Illinois Department of Transportation:</u></p> <p>We strongly suggest doing away with new acronyms like EDA and TRA. EDA is already commonly associated with the U.S. Economic Development Administration. Even so, if the goal is to invest in economically distressed areas writing out each of these words reminds the reader why these strategies are critical.</p>	<p>No change. The website will include rollover definition of this and other acronyms to aid understanding. The plan also contains many depictions of disparate outcomes by race and highlights their negative impact on individuals and the region overall.</p>
<p><u>Resident:</u></p> <p>The recommendations are good but some of them do not seem achievable even in the long-term. Take the region’s population loss into consideration as the plan is implemented.</p>	<p>No change. Implementation challenges were considered in development of recommendations and strategies. The plan’s socioeconomic forecast includes additional population and employment growth that stems from implementation of its recommendations.</p>
<p><u>Resident:</u></p> <p>2050 Target date? 2025 sounds better.</p>	<p>Federal regulations require planning for at least 20 years into the future. Metropolitan Planning Organizations commonly add enough years to allow for a minor update 4 or 5 years after plan adoption.</p>
<p><u>Resident:</u></p>	

Comment	Staff Response
<p>Planning for 32 years is too long – think how much change has occurred since 1986. Change today is accelerating. I can sympathize with the idea of trying to "grab hold of our destinies", but 2050 is too far.</p>	<p>The Plan recognizes that the future is uncertain. The Resilience principle emphasizes the need to prepare for change, both known and unknown, through developing infrastructure, communities, processes, and other resources that can help us adapt and thrive.</p>
<p><u>Resident:</u></p> <p>Some of the graphics are challenging to interpret. A statistical appendix or other resource should be provided to clearly specify the numbers behind each graph.</p>	<p>Improvements to graphics are being made in the final version. Data for the local strategy maps will be available on CMAP's data hub.</p>

## INTRODUCTION

The Principles

The Region Today

Comment	Staff Response
<p><u>Access Living:</u></p> <p>The plan should provide more data and information on the access needs of people with disabilities. This lack of attention continues an "out of sight, out of mind" approach that often unwillingly erects or maintains barriers to full inclusion for the disability community, which makes up nearly 20% of the US population. One solution would be adding an expert on disability issues and planning to the CMAP board.</p>	<p>Staff have made edits in each chapter of the plan to address the needs of people with disabilities. While the CMAP Board's composition is defined in statute, some working committees do include experts on disability issues.</p>
<p><u>Chicago Transit Authority:</u></p> <p>The "Prioritized Investment" section should state the importance of increasing capacity of existing roadway facilities without widening them, by using strategies like congestion pricing, adding bus priority lanes, etc., which would help achieve congestion and air quality goals and minimize infrastructure maintenance costs.</p>	<p>Staff added a sentence on various strategies that can take make best use of the existing roadway and meet multiple goals. The Mobility section of the plan expands upon this concept more fully.</p>
<p><u>Human and Community Development Committee:</u></p> <p>The plan should name equity as a key component to elevate the current priorities by explicitly addressing longstanding, but often not spoken, issues that impede our region's success.</p>	<p>The introduction to the Inclusive Growth principle emphasizes the role that historical racism has played in the inequities in the region today. Negative outcomes by race are highlighted in both the text and a graphic. This language has been enhanced where possible throughout the Plan.</p> <p>Many other organizations – and planning agencies – use an inclusive growth framework to emphasize the social and economic implications of systemic inequity. Staff have retained this framing in the plan.</p>

Comment	Staff Response
<p>By explicitly naming equity, CMAP would be in line with other planning agencies – and current work within the region -- that use an equity planning framework to advance and implement policies and practices to redistribute resources to historically marginalized groups. This is particularly true for issues of health equity.</p> <p>Incorporate strategy recommendations that explicitly address structural racism within each sectoral chapter.</p>	<p>Staff have supplemented existing language across the plan to highlight where a history of discriminatory and race-based policies have led to today’s inequities, where applicable. Each chapter includes strategies specifically aimed to reduce inequity, from investing in disinvested areas, to planning for vulnerable population in climate mitigation efforts, to improving commutes for residents of economically disconnected areas.</p>
<p><u>Human and Community Development Committee:</u></p> <p>For the Inclusive Growth Principle: Identify people of color (POC) and low/ moderate income (LMI) residents in the region as those in a marginalized, disenfranchised position and thus prioritized as those most in need of economic opportunity and an improved quality of life.</p>	<p>No change. The plan’s definition of Economically Disconnected Areas, and the many solutions targeted to them, highlights low income areas with a high proportion of persons of color.</p>
<p><u>Human and Community Development Committee:</u></p> <p>Resilience: Discuss the need for POC and LMI residents to also be resilient in the face of social (gentrification, displacement, interpersonal violence, police violence, etc.) and political (structural racism, paternalism, implicit bias, complacency, etc.) shifts.</p>	<p>No change. Under the in recommendation to Reinvest in Disinvested Areas, the 2nd of 4 strategies is to <b>Target assistance in rapidly changing areas to preserve affordability, quality of life, and community character.</b> This is aimed at ensuring that reinvestment in disinvested areas does not push out low income residents, communities of color, and vulnerable residents. The recommendations around planning for climate resilience and adaptation in the Environment Chapter emphasize the need to plan for vulnerable populations and proactively include these residents in planning processes. This draft of the plan has added new information under <b>Reduce flood risk to protect people and assets</b> that highlights the coincidence of flood-prone communities and economically disconnected areas.</p> <p>Violence and many political shifts are outside the scope of the Plan. In its Inclusive Growth work, CMAP is partnering with organizations that address education, violence, and other issues integral to Inclusive Growth.</p>
<p><u>Human and Community Development Committee:</u></p> <p>Prioritized Investment: Describe the necessity for prioritized investments to be equitable, distributing resources in a manner that directly benefits marginalized populations. Discuss the investment in POC and LMI communities as a</p>	<p>No change. The plan highlights the need to invest in economically disconnected areas and disinvested areas, and specifically tasks CMAP, IDOT, and other partners with directing resources to these areas and to benefit low income and minority residents.</p>

Comment	Staff Response
necessity to improve the fiscal health of the region.	
<u>Resident:</u>  Page 12- There is opportunity to add "provide naturalized connections where they do not exist (via green infrastructure)".	No change. While this exact phrase does not exist in the plan, the intent does. However, various forms of investment, in addition to green infrastructure, can provide naturalized connections, open space preservation, creation of new parks and trails, and green infrastructure installations.

## COMMUNITY

**Goal:** Strategic and sustainable development

**Recommendation:** Target infill, infrastructure, and natural area investments

Comment	Staff Response
<u>Chicago Department of Aviation:</u>  The map on Page 28 should show O'Hare and Midway airports as employment centers, depending on how the term is defined. These airports employ around 50,000 employees and provide \$50 billion in annual economic impact.	In finalization of plan materials, staff updated this map with the final 2015 employment data. While employment is coded to just a few subzones within each airport – rather than the entire footprint – both facilities meet the employment concentration threshold. Staff have added icons for both airports on this map and where appropriate throughout the plan.
<u>Equine Owner Community:</u>  A way to sustain and grow agricultural lands is to ensure that rural or ex-urban parcels are included in the planning process because owners of such parcels are a built-in customer base for their adjacent agricultural neighbors.  Page 19: If agricultural land, or land adjacent to agricultural areas is to be developed, low density housing and smaller acreage farmettes which are complementary land uses should be encouraged.	No change. This comment expresses support for some of the concepts embodied in ON TO 2050, but asks for a degree of specificity inappropriate in the plan. The plan encourages communities to consider the long-term benefits and costs of all types of new development or redevelopment at locations across the region.
<u>Resident:</u>  Let's make sure we have good land use and transportation planning so that the jobs are located in areas where workers can bike or walk to work. We can't just keep moving the exurbs farther out into the countryside, we can't afford to keep up the roads we already have. We need smart land use plans that preserve farmland and open space. Thanks for reading this and I appreciate all you do, especially your work to research and detail why environmental justice is important.	No change. Comment offers support for existing content.

**Recommendation:** Invest in disinvested areas

Comment	Staff Response
<p><u>ADA 25 Advancing Leadership and the Disabilities Fund of The Chicago Community Trust:</u></p> <p>Discussing transportation challenges for residents of the South and West sides without considering how these are compounded for individuals with disabilities: “For example, despite living in areas with relatively high transit availability, residents on the South and West sides of Chicago commute up to 58 hours more each year than the region’s average resident.”</p>	<p>Phrase added noting that this places an even greater burden on residents with a disability.</p>
<p><u>Human and Community Development Committee:</u></p> <p>Discuss the investment in POC and LMI communities as a necessity to improve the fiscal health of the region.</p>	<p>Added that greater investment in disinvested areas is integral to improving their fiscal health.</p>

**Goal:** Reinvestment for vibrant communities

**Recommendation:** Support development of compact, walkable communities

Comment	Staff Response
<p><u>ADA 25 Advancing Leadership and the Disabilities Fund of The Chicago Community Trust:</u></p> <p>Parking is discussed in the context of Parking Management but no mention of parking spots for individuals with disabilities.</p>	<p>Added language within the strategy “Actively manage parking” to note that parking is sometimes necessary to improve access for people with disabilities.</p>
<p><u>Chicago Transit Authority:</u></p> <p>Under “<b>Support development of compact, walkable communities</b>”, we recommend adding a sentence that acknowledges transit’s role in making it possible to achieve the level of density necessary for walkable communities. The plan notes the transit-supportive nature of compact development, however fails to mention that businesses and residents in densely developed areas depend on public transit to thrive.</p>	<p>Language on the benefits of transit was added to the “Support development of compact, walkable communities” recommendation.</p> <p>The plan discusses the important role that transit plays in providing equitable job access, and proffers strategies to expand that access, both through improving commutes and investing in disinvested areas, many of which have strong transit access. Other aspects of this request are addressed in Mobility, and noted in that portion of the log.</p>
<p><u>Chicago Transit Authority:</u></p> <p>The benefits of public transit should be mentioned in the plan, including but not limited to the following: Creating equitable job access</p>	<p>Text has been added in several places to highlight the value, mobility, and other benefits of transit. A paragraph describing community, business, and access benefits was added to the context of this recommendation.</p>

<p>Providing affordable mobility for those with disabilities and those who cannot or choose not to drive</p> <p>Reducing congestion, which improves air quality</p>	
<p><u>Chicago Transit Authority:</u></p> <p>The word “transit” can broadly interpreted. Changing “transit” to “public transit” in section titles and at the first mention within sections would clearly refer to public transit.</p>	<p>This adjustment was made to a number of notations of transit. The recommendation to “<b>Make Transit Competitive</b>” was retained, to retain alignment between the RTA Strategic Plan and ON TO 2050.</p>
<p><u>Resident:</u></p> <p>The region needs more walkable communities, so that residents don’t have to worry about shootings or crime.</p>	<p>No change. While CMAP partners with many entities who do address public safety issues, this is beyond the purview of the Plan. In its Inclusive Growth work, CMAP partners with organizations that address community safety and violence.</p>

**Recommendation:** Match regional and local housing supply with the types that residents want

<b>Comment</b>	<b>Staff Response</b>
<p><u>Access Living:</u></p> <p>We commend the plan’s focus on housing affordability, and suggest expanding it. The state needs twice as many affordable units for residents with disability as it currently has.</p>	<p>No change. Comment offers support for existing content.</p>
<p><u>Access Living:</u></p> <p>As people with disabilities are able to live longer, healthier lives due to medical advancement, the housing and transportation needs of this population will grow. Many will want to live in their own homes. The plan should recommend options like direct assistance, property tax breaks, enhanced lines of credit, and other solutions to make home modifications affordable.</p>	<p>The strategy “<b>Plan for housing that supports aging in place for the region’s growing senior population</b>” is now titled “<b>Create accessible housing that meets the region’s current and future demographics.</b>” Content for this strategy now includes strategies to expand housing accessibility for both seniors and people with disabilities, including home modifications. Language was added throughout this recommendation reflect the need for both affordable and accessible housing in the region.</p>
<p><u>Access Living:</u></p> <p>We also strongly recommend that all new multifamily housing construction be made accessible to the highest standards allowed in the Fair Housing Act and Section 504 of the Rehabilitation Act. The specifics of which law applies is tied to the sources of funding used for the building. Regardless of which access standards apply, we suggest aligning local building codes with those provisions. Requiring that all new construction be accessible or adaptable to people with physical disabilities will begin to address the terrible discrepancy in the supply and the need for affordable accessible housing.</p>	

<p><u>ADA 25 Advancing Leadership and the Disabilities Fund of The Chicago Community Trust:</u></p> <p>Offers concern that the framing for this recommendation:</p> <ul style="list-style-type: none"> <li>• Focuses on age rather than disability (“mention of ‘aging population’ which implies disabilities of elderly people but not people who are not elderly but have disabilities”).</li> <li>• Discusses the deterioration of health due to inadequate housing options for seniors rather than accommodating for people with disabilities.</li> <li>• Mentions of “more housing options” or “housing types,” but does not define what is meant by these types.</li> <li>• Does not explicitly mention specific housing needs of people with disabilities that need to be considered in addition--“affordable housing” as opposed to “affordable and accessible housing.”</li> </ul>	
<p><u>Resident:</u></p> <p>The region needs more housing that is accessible and affordable to residents with disabilities, and both landlords and tenants need education on the rights of tenants.</p>	
<p><u>Equine Owner Community:</u></p> <p>Align the types of housing in Community with the industry types in Prosperity. Planning for housing should be supportive of the present economic drivers (cluster industries) and emerging industries. Certain types of housing; such as low-density residential housing and farmettes are appropriate for both. These uses require the resources produced by agricultural parcels –hay grown, livestock bred, etc.</p> <p>Vibrant communities and diversity in housing options are stressed in the Plan, along with mention of an older overall population. We agree with the need for flexibility/choice, but some items are missing. The plan should indicate the need to plan for and expand affordable housing that permits keeping small animals or lower density, exurban small acreage properties that allow keeping of some livestock (chickens, goats, cows, sheep, llamas, horses, etc) along with preserving such properties already in existence.</p>	<p>No change. The plan’s housing recommendations focus on the disconnect between the housing that people want and what is available or being built in the region. That broad framing includes demand for all types of housing, including the types described in these comments. Moreover, while there is a strong link between housing type and industry in the industries referenced in the comment, that link is not present for a majority of industry types discussed in the Prosperity chapter.</p> <p>Under the recommendation to <b>Improve natural resources through the redevelopment process</b>, the plan offers strategies for expansion that is fiscally and environmentally sustainable. This includes preserving agricultural lands suited to those seeking to live closer to the land.</p>
<p><u>Illinois Municipal League:</u></p>	<p>No change. Comment offers support for existing Plan content.</p>



IML sees merit in examining state and federal housing laws to assess whether these laws impose barriers to the pursuit of diverse housing availability (page 44).	
---	--

**Recommendation:** Improve natural resources through the redevelopment process

Comment	Staff Response
See Environment Chapter	

**Goal:** Development that supports local and regional economic strength

**Recommendation:** Develop tax policies that strengthen communities and the region

Comment	Staff Response
See Governance Chapter	

**Recommendation:** Incorporate market and fiscal feasibility into planning and development processes

Comment	Staff Response
<i>No comment received. Some comments related to fiscal sustainability were directed to the recommendation above to modernize tax policies</i>	

**Recommendation:** Align local economic development planning with regional goals

Comment	Staff Response
<p><u>Village of Schaumburg:</u></p> <p>The Village supports cooperation on a regional level related to economic development; however, recommendations that state best practice information will be provided to communities, encourage cooperation, or that recommend further study of concepts is preferred over language that appears to suggest mandates.</p> <p>For example, language within the Community chapter section titled "Align incentives with local and regional goals, anticipated outcomes, and tradeoffs", should be modified to clarify that these concepts should be encouraged or evaluated.</p> <p>The village prefers the language included in the section titled "Proactively coordinate local economic development efforts", which is also included in the Community Chapter. This wording suggests that study and evaluation are needed and seems more realistic in terms of implementation.</p>	<p>No change. These sections encourage collaboration, but cannot require it. The Plan points to the need for additional information and research on best practices, as well as to assist communities voluntarily seeking to collaborate.</p>

## PROSPERITY

Comments	Staff Response
<p><u>Resident:</u></p> <p>Expand the fiber optic network to be publicly owned, accessible for everyone.</p>	<p>No change made. The plan offers strategies for improving connections to resources that support business development and upward economic mobility. However, telecommunication networks are out of scope.</p>

**Goal:** Robust economic growth that reduces inequality

**Recommendation:** Pursue regional economic development

Comment	Staff Response
<p><u>Illinois Municipal League:</u></p> <p>Supports engagement of local stakeholders in determining where state resources are best allocated without favoring any particular region.</p>	<p>No change made. The plan emphasizes the need to improve the State of Illinois' process for determining the appropriate supports to the unique needs in diverse regional economies across the state.</p>
<p><u>Metra:</u></p> <p>"Transit agencies should explore and pilot new fare strategies, such as fare capping or low income fares, which reduce fare burden on low income populations and social service providers <b><u>provided that external funding is identified to allow each transit agency to independently meet their mandated revenue requirements.</u></b>"</p>	<p>See Mobility chapter.</p>

**Recommendation:** Support the region's traded clusters

Comment	Staff Response
<p><u>Equine Owner Community:</u></p> <p>Suggest that the cluster framework used by CMAP could be adjusted to better capture the economic impact of the equine industry.</p>	<p>No change. CMAP uses standard cluster definitions developed by the U.S. Cluster Mapping project only as an analytical framework. Related strategies can be adapted to improve the region's competitiveness in a wide variety of industries. Further analysis into industry clusters of regional significance may require alternative cluster definitions, based on firms' co-location, common occupations or skills demand, customer-supplier relationships, and other evidence of competitive advantages. Data on regional performance uses standard metrics to encompass all economic activity in northeastern Illinois.</p>
<p><u>Equine Owner Community:</u></p> <p>CMAP's cluster mapping methodology may not adequately capture all the drivers of our regional economy. Effort should be made to identify the additional categories of industry not covered by cluster mapping that are either missing because they were simply overlooked, or were not included because they are brand new types of businesses. The characterization of our region's performance as mixed or lackluster (page 69) could be inaccurate, if not all aspects of the economy are being accounted for.</p>	

<p><u>Equine Owner Community:</u></p> <p>The region’s land development approach can include strategies – such as Agricultural Legacy Overlay Districts – that limit residential development in more rural areas to allow for land to remain available for the continued operation, expansion and establishment of agricultural and rural economic uses that preserve the rural character of the landscape and support environmental goals.</p>	<p>See Environment chapter.</p>
<p><u>Illinois Department of Transportation:</u></p> <p>Suggests strategies related to industry clusters can be streamlined to reduce unnecessary technical distinctions</p>	<p>No changes made. Clusters are a prominent framework for organizing investments and public policies, but research increasingly provides insights on where and when cluster initiatives are most effective. Related ON TO 2050 strategies were developed in collaboration with CMAP stakeholders with the intention of drawing key distinctions that should inform subsequent cluster-oriented economic development. These strategies include several different types of activities implemented by different types of actors.</p>

**Recommendation:** Prioritize pathways for upward economic mobility

Comment	Staff Response
<p><u>ADA 25 Advancing Leadership and the Disabilities Fund of The Chicago Community Trust:</u></p> <p>Discussion of racial and economic should more directly incorporate inclusion of people with disabilities, who face the same issues of lack of equal opportunities. Disparities in economic mobility by race and ethnicity can be intersectional with disability, and education or employment outcomes can depend on the provision of specific accommodations or appropriate occupational skills training programs.</p>	<p>Edits more explicitly reference the disparate outcomes and compounding economic hardships for people with disabilities. The strategy to <b>invest in career pathway programs</b> was modified to express the importance of adapting and expanding program models to meet the unique needs of target populations, including people with disabilities, returning citizens, and opportunity youth.</p>
<p><u>Resident:</u></p> <p>Please stop using terms like "low skill job". The job for which I was paid the least---watching children in an after-school program---was far more physically and emotionally challenging than "professional" jobs I have held. I know CMAP doesn't create the values of society, but you do have the power to change the way people talk about the workers moving the global supply chain. It's not low-skill work, it's back-breaking work that makes the entire economy run and it is poorly compensated and almost always lacks union protection. Let's envision a Chicagoland where we increase good, union, family-supporting</p>	<p>No change made. Terms like “low-skill job” are commonly used to reference the level of formal education, training, or work experience required to access entry-level employment in a given occupation. While individuals may not require a high level of credentials to fill these roles, they still need to display other qualifications like strong literacy, numeracy, problem-solving, and communication skills, as well as physical ability and mechanical skills. The draft uses skill level only as an analytical framework and does not assign a value to either jobs or workers based on skill level. Strategies to improve opportunities for prosperity and career development requires a firm understanding</p>

manufacturing jobs powered by 100% renewable energy.	of how the demand for skills has changed over time in various industries and occupations.
--	---

**Recommendation:** Enhance economic innovation

Comment	Staff Response
<p><u>Illinois Municipal League:</u></p> <p>The State of Illinois should provide full annual funding to the state’s public universities and colleges.</p>	No change made. The plan notes that State of Illinois should provide robust, reliable funding for higher education to sustain economic development.
<p><u>Resident:</u></p> <p>Advanced manufacturing jobs are in the region but are in danger of leaving due to lack of interest in learning the trades. People are leaving the area after learning the trades. We have factories that struggle with worker shortages. Programs like Manufacturing Renaissance can connect workers to skills (esp teenagers) and train them to become experts in the field.</p>	No change made. The plan includes several strategies on developing and supporting a regional career pathway system. This workforce development model can align training programs with the workforce needs of local employers. It can also improve the information and career guidance provided to workers and young adults on economic opportunities in a wide variety of occupations and industries.

**Goal:** Responsive, strategic workforce and economic development

**Recommendation:** Conduct regional planning for human capital

Comment	Staff Response
No comments offered.	

**Recommendation:** Align local economic development planning with regional goals

Comment	Staff Response
See Community Chapter	

**Recommendation:** Reform incentives for economic development

Comment	Staff Response
<p><u>Illinois Municipal League:</u></p> <p>Supports amending state law to require regular audits of economic incentives. Opposes the adoption of statewide policies predicated assistance on regional priorities above the priorities of individual communities with a region.</p>	Clarified that the State of Illinois should provide assistance that aligns with improved strategic economic development planning that incorporates regional priorities. The plan notes the importance of both local and regional goals in such planning and of regular audits on incentives for economic development.
<p><u>Village of Schaumburg:</u></p> <p>Does this recommendation suggest that the State should only provide incentives to companies that will locate in Economically Disconnected Areas? This seems unrealistic in light of competition from other states and regions.</p>	

**Recommendation:** Expand data-driven approaches in the workforce and education systems

Comment	Staff Response
<p><u>Metra:</u></p> <p>“Nearly half of Chicago residents age 25 and older (45.7 percent) had an Associate degree or higher in 2016, including more than 2.2 million residents with a Bachelor degree or higher.”</p> <p>Should this refer to “half of Chicago <b>region</b> residents”? The entire population of the City of Chicago is 2.7 million.</p>	<p>Corrected to specify metropolitan Chicago.</p>

**ENVIRONMENT**

**Goal:** A region prepared for climate change

**Recommendation:** Plan for climate resilience

Comment	Staff Response
<p><u>Chicago Region Trees Initiative, The Morton Arboretum:</u></p> <p>There should be mention in the climate change section about heat island and how trees and other green spaces can reduce those impacts.</p>	<p>Edits have been made to the section entitled <b>A region prepared for climate change and Plan for climate resilience</b> to include references to natural resources inside and outside of communities. Text was also added to the introduction of the <b>Improve natural resources through the redevelopment process</b> recommendation, and these benefits are also mentioned under <b>Apply sustainable development practices to the redevelopment process</b> strategy</p>
<p><u>Growing Home:</u></p> <p>Urban and peri-urban agriculture should be included in the section on agricultural preservation and conservation.</p>	<p>No change. GO TO 2040 included the recommendation to “Promote Sustainable Local Food” including increasing access to healthy, nutritious food, and are incorporated into ON TO 2050 by reference. <b>Diversify agricultural systems to promote resilience</b> recommends producing a greater variety of agricultural products, including food for human consumption. Peri-urban agriculture is what is practiced in most of the rural areas of the region, and while it is true that urban agriculture can provide food for residents, agricultural diversification at a much larger scale than that practiced by urban agriculture is necessary for greater regional resilience. Regarding food security, the strategy referenced above acknowledges that <i>“Diversifying agricultural production and increasing the amount of food grown locally can help the region respond to climate and distribution changes in the future, particularly if other parts of the country suffer greater climate challenges to agricultural systems.”</i></p>
<p><u>Resident:</u></p>	<p>CMAP produced a strategy paper on Health Equity to inform the Plan’s recommendations on health, which</p>

Comment	Staff Response
<p>Incorporate health, particularly with regard to lead contamination, quality healthcare, and healthy food</p>	<p>can be found throughout the plan. The Environment chapter identifies lead and copper service lines as an infrastructure challenge needing to be addressed. The <i>Reduce flood risk to protect people and assets</i> recommendation also recognizes that exposure to flooding risks appear to be greater in populations and communities already facing socioeconomic, demographic, and health challenges and barriers and recommends focusing efforts in high need areas. The health impacts of emissions are also mentioned in the introduction to the <i>Intensify climate mitigation efforts</i> recommendation. GO TO 2040 recommended increasing access to healthy, nutritious food, which is incorporated into ON TO 2050 by reference, as discussed in <i>Diversify agricultural systems to promote resilience</i>.</p>
<p><u>Resident:</u></p> <p>Carbon in the atmosphere has been declining and we need more carbon, not less. Climate change due to man is not a real issue. Development expansion should be based on whether it is profitable to do so.</p>	<p>No change. Burning fossil fuels is adding carbon dioxide to the atmosphere faster than it can be removed, which is contributing to sharply rising CO levels and climate change. Scientific consensus exists that climate change is man-made. The plan addresses climate change and development expansion within the appropriate context.</p>
<p><u>Respiratory Health Association:</u></p> <p>The Plan should discuss the advantages of a plan for battery electric bus adoption.</p>	<p>No change. This is addressed by the strategy to <i>Address environmental challenges that disproportionately affect specific populations and disinvested areas, and the action CMAP and partners should explore the impacts of high-priority issues -- such as climate change, water loss and pricing, repetitive flooding, brownfields, and air pollution -- on vulnerable populations and disinvested areas, while engaging affected populations to collaboratively develop and implement solutions</i></p>
<p><u>Friends of the Chicago River:</u></p> <p>Regionally, more focus needs to be on building, and re-building, roads, bridges, etc. with green infrastructure techniques that reflect changing climates.</p>	<p>No change. This is noted throughout the Chapter, including in the <b>Strengthen gray and green infrastructure to withstand climate change</b> strategy in the <b>Plan for climate resilience</b> recommendation, as well as the <b>Reduce flood risk to protect people and assets</b> recommendation</p>

**Recommendation:** Intensify climate mitigation efforts

Comment	Staff Response
<p><u>Resident:</u></p> <p>We need more about reducing greenhouse gas emissions in the plan.</p>	<p>No change. This plan is building on GO TO 2040, which had a strong emphasis on climate mitigation and adaptation. We reinforced this with a recommendation area dedicated to climate mitigation in ON TO 2050 (<b>Intensify climate mitigation efforts</b>)</p>
<p><u>Resident:</u></p>	<p>No change. The Environment chapter recommends federal and state policy reform to support transition to</p>

Comment	Staff Response
2040 what about build renewable energy and national gas car	renewable energy sources, including upholding the Paris Agreement, as well as a strategy to <b>Increase low- and zero-emissions energy generation.</b>
<p><u>Resident:</u></p> <p>The region should strive to become 100% renewable energy sourced by 2050. The state should adopt a Carbon Fee &amp; Dividend Policy pending federal action.</p>	<p>No change. ON TO 2050 broadly supports innovative solutions for mitigating emissions. The <b>Comprehensively address energy and climate change at the federal and state levels</b> strategy addresses this, and carbon fees are specifically noted in the narrative.</p>
<p><u>Resident:</u></p> <p>Add carbon pricing as a major solution to reducing emissions</p>	
<p><u>Resident:</u></p> <p>One of the best ways to reduce emissions is to put a price on carbon. This should be mentioned at every opportunity, such as on page 108 where strategies to reduce emissions are listed. Cap and dividend approaches should be put in place.</p>	
<p><u>Resident:</u></p> <p>The plan should more strongly acknowledge the contribution that nuclear energy makes to our clean energy mix. It is, by far, the most important element of our energy mix, and must be maintained and expanded if we are to actually make our Paris goals, or any other goals</p>	<p>No change. This is the gist of the strategy to <b>Increase low- and zero-emissions energy generation.</b> Strategy development focused on renewables as a key part of the system that needs investment to further a clean portfolio.</p>
<p><u>Sierra Club:</u></p> <p>The plan should include regular monitoring and reporting on the progress toward the greenhouse gas emissions target. In addition, CMAP should actively support:</p> <ul style="list-style-type: none"> <li>• municipal climate action plans with technical support</li> <li>• local, state, and federal policy proposals to limit carbon emissions, and specifically contribute to these policy discussions with ideas for incentivizing regional and municipal actions in future carbon reduction schemes at the state, regional, and/or federal level</li> </ul> <p>The plan should also clearly state a goal of 100% clean, renewable energy supply for our region.</p>	<p>Monitoring and reporting on plan indicators is covered in the <u>Indicators Appendix</u>. Bullet 1 is covered in the strategy <b>Incorporate climate resilience and adaptation measures into planning and development</b>. Bullet 2 is addressed by the <b>Comprehensively address energy and climate change at the federal and state levels</b> strategy in the recommendation to <i>Intensify climate mitigation efforts</i>. ON TO 2050 does not include a target for renewable energy supply because setting such a target would require extensive analysis outside the expertise of CMAP staff. Language was added to the recommendation <b>Comprehensively address energy and climate change at the federal and state levels</b> to consider doing so if and when a regional climate action plan is undertaken.</p>

**Goal:** Integrated approach to water resources

**Recommendation:** Protect and enhance the integrity of aquatic systems

Comment	Staff Response
<p><u>The Conservation Foundation:</u></p> <ul style="list-style-type: none"> <li>I like that you encourage protection of open space as part of water protection.</li> <li>Some watershed work groups take different approaches.</li> <li>Dam removal and chloride reduction are also important to river health.</li> </ul>	<p>Minor change to add <i>stream modifications such as dams</i> to the list of water quality stressors listed in <b>Create and implement multi-objective watershed plans</b>.</p>
<p><u>Friends of the Chicago River:</u></p> <ul style="list-style-type: none"> <li>Use the actual names of waterways rather than CAWS to avoid confusion.</li> <li>The section titled Address the unique challenges of Lake Michigan and its tributaries seems to change focus from our regions inland waterways to Lake Michigan and overstates the impact of the Lake Michigan watershed on a region that is almost entirely in the Illinois/Mississippi River watershed.</li> </ul> <p>Preserving habitat throughout the region is important and deserves greater emphasis throughout plan.</p>	<ul style="list-style-type: none"> <li>Noted re: CAWS. The change has been made where Chicago Area Waterways System appears.</li> <li>The Lake Michigan section noted is intended to give Lake Michigan due consideration as a highly valuable and important resource to the region. We disagree with the opinion put forth in the comment that Lake Michigan’s prominence, importance, and focus be reduced.</li> <li>Noted. Within the Environment chapter, habitat protection, degradation, and restoration are mentioned numerous times within the context of natural areas, natural resources, and similar language, not just with respect to Lake Michigan environs, but throughout. Thus, no additional changes to the chapter were made.</li> </ul>
<p><u>Illinois Municipal League:</u></p> <p><i>Improve water resource management and cooperation.</i> IML cautions that state involvement should only augment, and not replace, local or regional control over water resource management.</p>	<p>CMAP understands the importance of local authority to the region’s local governments. The strategy encourages coordination and cooperation between the state and local governments, not a transfer of authority. No change.</p>
<p><u>Illinois Municipal League:</u></p> <p><i>Optimize water infrastructure investment.</i> CMAP should consider the costs and challenges associated with current legislation in the General Assembly that would require lead line mitigation.</p>	<p>CMAP recognizes the costs and challenges of lead line mitigation. The <i>Maintain drinking water infrastructure and manage demand</i> strategy takes a broad view of asset management and recommend a series of strategies that could help communities, including full cost pricing, targeting state resources, and service sharing options. Reference to lead was added to the strategy description as a maintenance and upgrade challenge.</p>
<p><u>Illinois Municipal League:</u></p> <p><i>Address the unique challenges of Lake Michigan and its tributaries.</i> IML supports efforts to encourage Congress to continue funding programs that benefit the Great Lakes in general and Lake Michigan in particular.</p>	<p>No change.</p>
<p><u>Lake County Municipal League:</u></p>	<p>No change.</p>



Comment	Staff Response
<p>CMAP has proposed an optimization to water infrastructure investment and a priority to address the unique issues presented by Lake Michigan and its tributaries. Our memberships' water infrastructure and investment needs are thoroughly addressed by Lake County SMC.</p>	
<p><u>Metra:</u></p> <p>The process to examine the water resource impacts of transportation projects requires discussion. We ask that the action be revised to: "CMAP, local governments, and transportation agencies should examine how they can evaluate the direct and indirect water resource impacts of regionally significant transportation projects and the development they induce, requiring the use of practices that enhance rather than negatively impact water resources."</p>	<p>CMAP's evaluation of regionally significant transportation projects for ON TO 2050 includes criteria assessing development pressure in areas at risk of groundwater desaturation as well as increased impervious cover. See <u>ON TO 2050 Regionally Significant Projects Benefit Report</u>. Suggested change to reflect the necessary investigation for such a process seems reasonable. Action has been edited to read: <i>CMAP, local governments, and transportation agencies should <u>research and develop a process to evaluate the direct and indirect water resource impacts of regionally significant transportation projects and the development they induce, requiring the use of practices that enhance rather than negatively impact water resources.</u></i></p>
<p><u>Openlands:</u></p> <p>On the streams map, it would be valuable to show streams that have not yet been assessed so that the lack of a classification is not misconstrued to indicate a lower quality.</p>	<p>The strategy to <b>Improve water resource management and coordination</b> includes an action to <i>increase the number of streams surveyed and rated, and work with partners to develop a region-wide index for assessing the quality of headwater streams</i>. Regarding the map of High quality streams and development, the map was updated to recognize that not all streams have been assessed and may be of high quality.</p>
<p><u>Openlands:</u></p> <p>The FPA process is useful, and we would appreciate the opportunity to participate in revisions to the criteria for the FPA review process.</p>	<p>The FPA process served an important function in the past. CMAP is working with IEPA to clarify CMAP's wastewater planning role and approach, which requires input from USEPA. We appreciate and will take into consideration Openlands' offer to participate in revising wastewater planning criteria and process.</p>
<p><u>Sierra Club:</u></p> <p><i>Water Quality</i>. We support strengthening grey and green infrastructure to withstand climate change.</p> <ul style="list-style-type: none"> <li>• CMAP should track reductions from wastewater improvement and green infrastructure to show region role in helping to achieve the Illinois Nutrient Loss Reduction Strategy.</li> <li>• There should be emphasis on stackable benefits of green infrastructure at all levels.</li> <li>• CMAP should map/track IEPA/IDNR's existing fish IBI and mIBI system of assessing river health to track and set improved water quality goals.</li> </ul>	<ul style="list-style-type: none"> <li>• Setting water quality goals, tracking water quality data, and the NLRs are the responsibility of USEPA/IEPA. CMAP recommends that <i>The State should support and coordinate data collection, tracking, and research among various agencies, including the Illinois Environmental Protection Agency (IEPA), Illinois Department of Natural Resources (IDNR), Illinois State Water Survey (ISWS), Illinois State Water Survey (ISGS), Illinois Natural History Survey (INHS), watershed working groups, and other watershed organizations.</i></li> </ul>

Comment	Staff Response
<ul style="list-style-type: none"> <li>Local and state government should plan for new capital projects to meet surface and drinking water standards, which can create jobs and workforce development opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Regarding “stackable”, the plan makes numerous references to the multiple benefits that accrue to using green infrastructure at all scales. No change.</li> <li>CMAP uses IEPA/IDNR data in individual watershed planning efforts, LTA plans, and other efforts where such data is available, and is included in summary in the map of High Quality Streams and Development. Partners have indicated that this data is insufficient in a number of ways, and CMAP agrees. Relevant recommendations are included in the strategy to <b>Improve water resource management and coordination</b>.</li> <li>The chapter includes two strategies which address these comments -- <b>Optimize water infrastructure investment</b> and <b>Maintain drinking water infrastructure and manage demand</b>. It also explicitly recommends that the region <i>Address environmental challenges that disproportionately affect specific populations and disinvested areas</i></li> </ul>

**Recommendation:** Reduce flood risk to protect people and assets

Comment	Staff Response
<p><u>Illinois Municipal League:</u></p> <p><i>Maintain an Investment in Gray and Green Infrastructure.</i> IML supports efforts to persuade Congress to reform the National Flood Insurance Program to more ably assist the recovery of properties that sustain repetitive losses.</p>	<p>No change.</p>
<p><u>Metra:</u></p> <p>It is unclear how “transportation implementers [would] conduct studies to determine the flood vulnerability of transportation infrastructure.” This process requires discussion with transportation providers to determine what standards should be employed and how this could be accomplished. We ask that this be revised to:  “The RTA, IDOT, and county transportation agencies are working to identify and plan for areas of the existing transportation system that are vulnerable to flooding... CMAP and transportation implementers should conduct studies discuss processes to determine the flood vulnerability of transportation infrastructure and design projects to accommodate the projected precipitation during its designed lifespan.”</p>	<p>Suggested change to reflect the necessary investigation for such a process seems reasonable, however, the suggested leading clause of the action step is included in the descriptive paragraph and unnecessary in the Action itself. Action has been edited to read: <i>CMAP and transportation implementers should <del>conduct studies</del> investigate and implement approaches to determine the flood vulnerability of transportation infrastructure, and design projects to accommodate the projected precipitation during its designed lifespan.</i></p>

Comment	Staff Response
<p><u>Regional Transportation Authority:</u></p> <p>Under the subsection, 'Address flood vulnerability of critical transportation assets,' add a recommendation that regional transit and transportation agencies partner with storm water management and emergency management agencies to share data on where flooding occurs in the transportation network, its frequency and severity, etc.</p>	<p>This strategy includes the following action, which has been edited to read: <i>CMAP should <u>work with transportation, stormwater, and emergency management agencies to develop a regional pavement flooding reporting system to help plan for flood events.</u></i></p>
<p><u>Regional Transportation Authority:</u></p> <p>Add language to the 'Improve storm water management in transportation projects' section that resilience planning play a role in prioritizing transportation investments. Routes with frequent transit service should be given special consideration when prioritizing investments as buses often operate on high-volume corridors and transit is a more efficient and environmentally sustainable mode of transportation.</p>	<p>In the strategy <b>Address flood vulnerability of critical transportation assets</b> – within the Mobility Chapter-- the following action was added: <i>CMAP should incorporate climate resilience and flooding criteria into transportation programming processes.</i> The mobility chapter makes a number of recommendations on performance-based programming.</p>
<p><u>Resident:</u></p> <p>Fix flooding problems</p>	<p>No change. The chapter includes numerous actions related to fixing flooding problems.</p>
<p><u>Resident:</u></p> <p>Local governments, in particular the City of Chicago, have an aggressive schedule of user fees. Storm water use fees would be particularly regressive, and since it would be based on rainfall patterns, hard to predict. The GCMWRD supports storm water usage issues with their various projects. The sanitary district receives financial support through property taxes already.</p>	<p>Stormwater user fees are ideally based on the amount of impervious cover on a parcel, not rainfall patterns. Fees designed in this way charge more to the properties that are utilizing more of the storm sewer system. Impervious cover can be removed or its impacts reduced through the use of site-scale green infrastructure practices. The appropriateness of stormwater user fees depends on existing governance and management structures and may not be particularly helpful in combined sewer service areas as improvements can be covered through wastewater user fees. The commenter is correct that MWRD's stormwater improvements are paid through a tax assessment. No change.</p>
<p><u>Resident:</u></p> <p>Chatham &amp; neighboring communities are at a lower elevation and chronically flood. There are no building ordinances that dictate what flood mitigation practices should be implemented or limits to impervious coverage, which is eroding the integrity of the housing stock. Local, state, and federal funding needs to be directed to revitalizing this community. Large parkway trees in Chatham are causing problems with</p>	<p>The plan recognizes that the causes and impacts of urban flooding are complex and can result in significant and disproportionate challenges for residents in neighborhoods like Chatham and others throughout the region. In the <b>Improve planning and development to reduce current and future risk</b> strategy and the <b>Improve stormwater management in transportation projects</b> strategy, the plan advocates for continued advancement in development regulations and infrastructure design so that both private and public</p>

Comment	Staff Response
<p>sod and even grading, and also hinder access to utilities. Residents need different parkway green infrastructure that will not cause such issues.</p>	<p>investments are collectively reducing flooding risk. In the <b>Maintain and invest in gray and green infrastructure strategy</b>, the plan calls for prioritizing stormwater management improvements in areas of high risk as well as high exposure, i.e. locations where residents are particularly vulnerable to the aftermath of flooding damages. No change.</p> <p>Note, while we are unfamiliar with the specifics of tree issues in Chatham, street trees can play a valuable role in reducing the amount of stormwater runoff in communities. The recommendation <b>Improve natural resources through the redevelopment process</b> recommends expansion of the urban tree canopy to not only help with flooding, but also with the urban heat island and other challenges associated with climate change.</p>

**Recommendation:** Coordinate and conserve shared water supply resources

Comment	Staff Response
<p><u>Metra:</u></p> <p>It is unclear how “transportation agencies should evaluate, avoid, and minimize the direct and indirect water resource impacts of regionally significant transportation projects and of the development they induce in locations facing water supply constraints.” This process requires discussion with transportation providers to determine what standards should be employed and how this could be accomplished. We ask that this be revised to: “CMAP, local governments, and transportation agencies should evaluate how they can, avoid, and or minimize the direct and indirect water resource impacts of regionally significant transportation projects and of the development they induce in locations facing water supply constraints.”</p>	<p>Suggested change to reflect the necessary investigation for such a process is reasonable. Action has been edited to read: <i>CMAP, local governments, and transportation agencies should <u>research and develop a process to evaluate, avoid, and minimize the direct and indirect water resource impacts of regionally significant transportation projects and of the development they induce in locations facing water supply constraints.</u> CMAP’s evaluation of regionally significant transportation projects for ON TO 2050 includes criteria assessing development pressure in areas at risk of groundwater desaturation as well as increased impervious cover.</i></p>
<p><u>Openlands:</u></p> <p>On the water supply side, we look forward to seeing how CMAP will incorporate the most recent forecasts into water resource recommendations, and how that data can be included in metrics to inform decisions on siting freight, transportation infrastructure and other kinds of development.</p>	<p>No change.</p>
<p><u>Resident:</u></p>	<p>While lead is mentioned in the <i>Coordinate and conserve shared water supply resources recommendation</i>, additional references were added in the <i>Maintain drinking water</i></p>

Comment	Staff Response
<p>Residents need immediate removal of the lead water service lines which were installed by the city of Chicago. The taxes we pay for water service includes the maintenance of these lines.</p>	<p><i>infrastructure and manage demand strategy</i> to place more emphasis on this issue. Lead line mitigation is a critical component of ensuring the region has access to safe drinking water. Deferred maintenance on drinking water infrastructure and water fee structures not designed to cover the full cost of providing water services have resulted in a significant infrastructure challenges. The Governance chapter also covers this issue in the <i>Local governments should implement user fees strategy</i>, with the action: <i>Local governments should assess infrastructure costs to calibrate fees and taxes on development, parking, water, sewer, and other needs, both to cover current expenses and to create stable funding for the long-term.</i></p>
<p><u>Sierra Club:</u></p> <p>CMAAP needs to better emphasize aquifer recharge as an important need.</p>	<p>Aquifer recharge is discussed in this recommendation and via the following action, <i>Local governments should protect the quantity and quality of water supply sources through open space and recharge area protection, as well as other water pollution control measures.</i> Additional locations to refer to aquifer recharge – particularly in two recommendations -- <b>Protect and enhance the integrity of aquatic systems</b> and the <b>Integrate land preservation into strategic growth efforts</b> – were identified and added.</p>

**Goal:** Development practices that protect natural resources

**Recommendation:** Improve natural resources through the redevelopment process

Comment	Staff Response
<p><u>Resident:</u></p> <p>Protection and preservation of existing green infrastructure, and the cost of the loss of provided benefits, should be considered.</p> <p>Utilize native plants and green infrastructure wherever possible to mitigate stormwater runoff, reduce heat islands, provide wildlife habitat and keep costs down long term.</p>	<p>No change. These practices, including protection and incorporation of trees and green infrastructure into development <i>are recommended in a number of actions and strategies for the benefits mentioned, specifically in the Strategies to <b>Increase community greening efforts and expand neighborhood parks, and Strengthen gray and green infrastructure to withstand climate change.</b></i></p>
<p><u>Resident:</u></p> <p>Plan should recognize economic impact of parks and open space, such as redevelopment and economic development.</p>	<p>Language was added to <i>Increase community greening efforts and expand neighborhood parks</i> to reflect the economic benefit of parks, open space, and green infrastructure.</p>

<p><u>Sierra Club:</u></p> <p><i>Equity and Environmental Justice.</i> Everything must be rooted in equity and justice to ensure that those who have been historically left behind, left out, and are negatively impacted by pollution, income inequality, racism, and other barriers will be prioritized for the jobs and other economic benefits associated with addressing these challenges.</p>	<p>No change. The chapter explicitly recommends that the region <i>Address environmental challenges that disproportionately affect specific populations and disinvested areas.</i></p>
---	--

**Recommendation:** Integrate land preservation into strategic growth efforts

Comment	Staff Response
<p><u>The Conservation Foundation:</u></p> <p>We believe that the development process offers a wonderful opportunity to protect and restore natural areas.</p>	<p>No change. Protecting natural resources via the development process is addressed in <b>Integrate land preservation into strategic growth efforts</b>. Also, stewardship of natural areas is mentioned in a number of different strategies.</p>
<p><u>The Conservation Foundation:</u></p> <p>In conservation developments, there needs to be a strategy for permanent funding for the long term management of the natural areas within the development.</p>	<p>The relevant action was edited to read <i>Local governments should adopt conservation-oriented development standards that avoid development on key natural areas and <u>ensure long-term stewardship of natural areas and open space.</u></i></p>
<p><u>Friends of the Chicago River:</u></p> <p>High quality natural areas include quality habitat and should be reflected in this section and throughout the document. Habitat destruction is a threat and should be noted as such. Improving and enhancing habitat of both blue and green open spaces should be part of the goals of ON TO 2050</p>	<p>Within the Environment chapter, habitat protection, degradation, and restoration are mentioned numerous times within the context of natural areas, natural resources, and similar language. Thus, no additional changes to the chapter were made.</p>
<p><u>Friends of the Chicago River:</u></p> <p>Protect and steward high-priority natural areas: increase focus on the assessment, protection, and enhancement of key habitat areas.</p>	<p>'Habitat' can be made more explicit within the strategy; minor changes have been made to reflect this comment.</p>
<p><u>Illinois Municipal League:</u></p> <p><i>Protect and steward high-priority natural areas.</i> IML supports the strategy and actions.</p>	<p>We appreciate the support – no change was made.</p>
<p><u>Mark Johnston, Keller Science Action Center:</u></p> <ul style="list-style-type: none"> <li>What will be the mechanism for "counties, forest preserves and conservation districts, and municipalities to create green infrastructure plans", and at what scale will green infrastructure plans be considered for</li> </ul>	<p>County-level plans are included in the CAL because they are at a scale manageable for inclusion in a regional map, use similar criteria (with a foundation in the GIV), represent some level of consensus at the county level, and are adopted by a government body (county, FPD) as policy. Smaller scale plans are not currently included because can be inconsistent in how they were produced,</p>

Comment	Staff Response
<p>incorporation into the CAL? The CW funded sustainable watershed action team (SWAT) plans have not been incorporated into the CAL, only county-wide plans will be incorporated for consistency, and the recommendation is for multiple layers of government to produce their own GI plans.</p> <ul style="list-style-type: none"> <li>"Coordinate efforts across jurisdiction boundaries" to connect large natural areas. Will the CAL play this role of grand convener if it is not capturing smaller-scale GI plans?</li> </ul> <p>My other question is if the updated CAL data layers are available for review as well. Field Museum staff are interested in seeing how this dataset will be rolled out, shared, and maintained.</p>	<p>data used, priorities, etc. In addition, there may be conflicts between local, county, and regional plans. However, it is possible that a webmap interface could be created where these local GI plans could be posted on a regional map for interested audiences to click and view.</p> <p>The CAL is intended to guide CMAP policy and resources, and to provide data that local audiences can use to inform their own plans. Locals may wish to include additional data they have procured, reject some of the data layers of the CAL, or have different priorities than those embodied in the CAL.</p> <p>The data layers are not yet, but will be made available.</p>
<p><u>Equine Owner Community:</u></p> <ul style="list-style-type: none"> <li>We request that the term "agriculture" be defined for a collection of purposes including crop and livestock production &amp; keeping, forestry, horticulture and specialty farm products, farm markets and wayside stands, the equine industry, orchards, vineyards, farm wineries, cideries and breweries etc.; and in terms of property size, including large farms; small farms and farmettes of 1 to 5 acres.</li> <li>The complimentary and supportive nature of low density housing (1 to 5 acres) to help preserve agricultural resources should be included.</li> <li>An overlay district may be a useful tool for ensure that future land use is compatible with existing agricultural and small acreage property use. We would like to suggest that the regional plan include exploration of the possibility of creating Agricultural Legacy Overlay Districts.</li> </ul>	<ul style="list-style-type: none"> <li>No change. The Plan does not explicitly define any land uses.</li> <li>No change. CMAP does not consider low density housing to be an effective strategy or safeguard for agricultural preservation. In fact, for an equivalent number of people, low density housing consumes land, particularly agricultural land, at a much faster pace than does higher density housing, and there are no guarantees that the acreage associated with low density housing will be used for agriculture.</li> <li>Overlay districts are included in zoning codes. The strategy to <i>Protect agricultural and natural land through local planning processes</i> includes text that, "Local governments can use a number of different strategies, including agricultural and natural resource zoning districts (<u>including overlays</u>), <u>easements</u>, modernized definitions and standards relating to agriculture and natural resources, updated protection measures within subdivision ordinances, and provisions for long-term stewardship of protected open space." Underlined text above was added.</li> </ul>
<p><u>Equine Owner Community:</u></p> <p>Protect agricultural and natural land through local planning processes. Identifying agricultural and natural lands in local, county, and regional planning and development efforts, as well as directing new development toward locations with or adjacent to existing infrastructure, is important. Municipalities and counties can also leverage their regulatory processes to improve the relationship between</p>	

Comment	Staff Response
<p>development and agricultural and natural resources. To support the region’s environmental goals, conservation easements should be encouraged. Low density development within or adjacent to large farms minimizes friction between the farmer or larger landowner and the adjacent homeowners.</p>	
<p><u>Resident:</u></p> <p>Farmland protection needs to be treated more urgently.</p>	
<p><u>Openlands:</u></p> <p>Protecting and restoring natural lands, especially macrosites like Liberty Prairie Reserve, Hackmatack, and Midewin, is an important regional strategy that needs to be respected when considering new infrastructure and development</p>	<p>Natural lands and the identified macrosites are included in the Conservation Areas layer, which the plan recommends be used to inform infrastructure and development decisions.</p>
<p><u>Openlands:</u></p> <p>Increase the use of county and regional green infrastructure vision as a conservation metric in evaluating projects and land uses, including proposed freight, major industrial facilities and transportation projects.</p>	<p>No change. The strategy to <i>Protect agricultural and natural land through local planning processes</i> includes two relevant actions that reflect Openlands’ concerns:</p> <ul style="list-style-type: none"> <li>• <i>Local governments should use the Conservation Areas local strategy map and the Key Agricultural Lands local strategy map, when available, to inform local planning and development efforts.</i></li> <li>• <i>CMAQ should refer to the Conservation Areas local strategy map to inform long-range transportation planning and programming.</i></li> </ul> <p>CMAQ has elected to include the Conservation Areas dataset, which includes up-to-date regional data and county green infrastructure plans, as the regional natural resource and green infrastructure framework to inform planning work, while recognizing the value of the Green Infrastructure Vision as another tool for guiding conservation, planning, and investment in the region. We also suggest that the Conservation Areas data be used to update the GIV.</p>
<p><u>Openlands:</u></p> <p>Page 21 indicates that the Environment section describes CGAs in more detail, although it is not clear where this is so. It is unclear how CGAs differ from Target Reinvestment Areas. The portrayal of CGAs as places where new growth will be targeted is concerning because it intrudes</p>	<p>This will be explained further in the local strategy map. The intent behind the local strategy map is to highlight the locations where protecting agricultural and natural lands through local planning processes are the priority given the projected new development that could occur in these areas. The narrative of the recommendation area as well as the strategy description provides this background. For clarity, the local strategy map was renamed “coordinated planning areas.” In the final plan,</p>



Comment	Staff Response
<p>upon where ON TO 2050 prioritizes preserving and restoring natural and agricultural resources. Protection should happen proactively and before development in CGAs occur. While it is clear that CGA's were identified using objective, geopolitically based criteria, CMAP should carefully reconsider how they are portrayed in ONTO2050 along with their associated recommendations. CGAs may instead be considered to be Coordinated Management Areas.</p>	<p>the Coordinated Planning Areas will be presented with the Conservation Areas local strategy map.</p>
<p><u>Sierra Club:</u></p> <p><i>Open Space &amp; Biodiversity</i></p> <p>If we are to achieve the green infrastructure vision and balanced growth pattern called for in On To 2050, we must refresh our commitment to conservation, including:</p> <ul style="list-style-type: none"> <li>• New referenda for acquisitions</li> <li>• Inclusion of a significant new state funding for open space protection</li> </ul> <p>Aggressive pursuit of federal conservation opportunities</p>	<p>The strategy to <b>Protect and steward high-priority natural areas</b> includes actions related to funding that recommend the following, and was edited to identify <i>park districts</i> as a responsible party for the first item:</p> <ul style="list-style-type: none"> <li>• Raising essential funding through local open space referenda</li> <li>• Funding IDNR and land managers to acquire and maintain high-priority lands</li> <li>• Innovative financing mechanisms</li> <li>• A regional fund for conservation open space</li> </ul> <p>The relevant action regarding federal conservation opportunities was edited as follows: <i>Forest preserve and conservation districts, counties, and conservation organizations should work with landowners, land managers, and the federal government to establish and connect large reserves that consist of mosaics of land uses oriented toward conservation, such as the Hackmatack National Wildlife Refuge, Midewin National Tallgrass Prairie, Liberty Prairie Reserve, and Prairie Parklands.</i></p>

## GOVERNANCE

**Goal:** Collaboration at all levels of government

**Recommendation:** Use collaborative leadership to address regional challenges

Comment	Staff Response
<p><u>Metra:</u></p> <p>Change action on page 166 to "CMAP and partners should develop a process to coordinate regional responses to federal funding opportunities such as INFRA and TIGER/BUILD."</p>	<p>No change. Part of the process would be to develop and use priorities.</p>
<p><u>Will County Governmental League:</u></p> <p>Coordinating and prioritizing responses to federal funding opportunities could be problematic. While coordination provides advantages, all eligible local</p>	<p>No change. Any regionally-coordinated application for funding would not preclude individual local governments from seeking funding for their own projects.</p>

Comment	Staff Response
governments must maintain the right to seek funding for their projects.	

**Recommendation:** Encourage partnerships and consolidation

Comment	Staff Response
<p><u>Better Government Association:</u></p> <p>In addition to the recommendation to the state to provide grants, we would strongly welcome an effort by the State of Illinois or other expert bodies to help local officials and citizens understand where service sharing and consolidation may be beneficial.</p>	<p>Added the State and other partners to the action stating that counties and COGs should help identify opportunities for consolidation.</p>
<p><u>Better Government Association:</u></p> <p>CMAP should consider supporting the Citizen Empowerment Act, which allows for a referendum to dissolve/consolidate government.</p>	<p>No change. The plan recommends that legislation be approved that would facilitate local government consolidation, but specific legislation is more detail than ON TO 2050 provides on this issue.</p>
<p><u>Illinois Municipal League:</u></p> <p>Laws promoting consolidation of local governments should require input from local elected officials and petition requirements should be substantial to demonstrate significant support</p>	
<p><u>Lake County Municipal League:</u></p> <p>CMAP has proposed the importance of consolidation of government and services. LCML fully supports consolidation of government and services and provides a successful cooperative purchasing program to our members. We do not support any laws that would require consolidation without input from local government officials in the affected areas.</p>	<p>No change. The plan recommends that local governments explore consolidation opportunities where there is interest by residents and civic leaders.</p>
<p><u>Northwest Municipal Conference:</u></p> <p>ON TO 2050 does not fully explore local capacity to provide services, revenue levels needed to meet local needs, and how to maintain service levels in the face of fiscal pressures.</p>	<p>No change. While the plan does not include specific analysis on revenue levels needed to meet local needs, it offers strategies to help maintain service levels in the face of fiscal pressures, such as partnerships with other local governments.</p>
<p><u>Resident:</u></p> <p>Include recommendations on consolidating/reducing the number of units of local government in Illinois.</p>	<p>No change, ON TO 2050 includes <b>Explore consolidation of governments and services</b> as a strategy.</p>
<p><u>Resident:</u></p>	<p>No change.</p>

Comment	Staff Response
CMAP's efforts to increase intergovernmental cooperation in northeastern Illinois toward shared principles of resilience, inclusive growth, and prioritized investment are ideal.	

**Recommendation:** Coordinate infrastructure operations and maintenance

Comment	Staff Response
<p><u>Village of Schaumburg:</u></p> <p>Supports recommendation and proposes that all agencies should be encouraged to work together to reduce project delays that result in increased project costs and hinder the timely expenditure of federal funds.</p>	<p>No change. This recommendation currently proposes collaboration on projects to reduce costs and delays, and otherwise improve outcomes.</p>

**Goal:** Greater capacity to improve quality of life

**Recommendation:** Develop tax policies that strengthen communities and the region

Comment	Staff Response
<p><u>DuPage Mayors and Managers Conference:</u></p> <p>We request that ON TO 2050 include a strong statement in support of the Local Government Distributive Fund and its continued emphasis on local control.</p>	<p>ON TO 2050 recommends that the State engage in fiscally sustainable practices in order to guarantee the reliability of state support to local governments, and the text has been clarified to indicate that this includes the LGDF.</p>
<p><u>DuPage Mayors and Managers Conference:</u></p> <p>There is little clarity to explain what funding streams would be recommended for changes in state revenue sharing criteria. Any changes should be done through a deliberative process in partnership with local governments.</p>	<p>Clarified that changes to state disbursements would likely affect multiple revenue sources, and is focused on ensuring the tax system is modernized so it can sustain communities of all types as the economy changes.</p>
<p><u>Illinois Municipal League:</u></p> <p>Any proposal to alter existing distribution criteria for various state shared revenue sources must not diminish shared revenue allocations currently received by areas outside of metropolitan Chicago. Communities should not be required to have their state shared revenues reallocated to other communities based on real or perceived need.</p>	<p>ON TO 2050's recommendation is general, and anticipates the specifics would be determined through the legislative process. Reforms should be undertaken through a deliberative process in partnership with local governments, ensuring that communities are not negatively impacted</p>
<p><u>Lake County Municipal League:</u></p> <p>We are concerned about the assertion that there are wide divergences in municipal revenue levels, as well as CMAP's proposed policy proposal that the State of Illinois should reform its revenue-sharing</p>	

Comment	Staff Response
<p>disbursement criteria to reduce those divergences. The draft plan provides little detail on this reform and the potential outcomes of changing the distributions. If any change to sales tax distribution were to be proposed, it should be done in partnership with state and local governments. Redistributing sales tax revenue would be damaging to communities and would create animosity among municipalities.</p>	
<p><u>Northwest Municipal Conference :</u></p> <p>Changing revenue sharing disbursement criteria would distort land use decisions just like the current criteria do, and there is no evidence that changing disbursements will allow municipalities to better meet service needs. Taken out of context, the recommendations could be misused to draft legislation that would harm the region’s communities.</p>	
<p><u>Village of Barrington:</u></p> <p>The recommendation to reform state revenue sharing disbursement criteria would have negative consequences for municipalities that permit retail uses and accept the consequences derived from retail uses. The recommendation only focuses on revenue but does not discuss public service costs or the negative impact of retail on the community.</p>	
<p><u>Village of Carol Stream:</u></p> <p>Does not support policies that reduce their revenues or increase their costs in order to enhance revenues for challenged municipalities. Requests more detailed information on proposed revenue reforms and new costs associated with plan implementation.</p>	
<p><u>Village of Glenview:</u></p> <p>Recommendations on redistribution of existing revenue sources would be potentially disastrous.</p>	
<p><u>Village of Northbrook:</u></p> <p>Changing state revenue sharing criteria would create an unanticipated and unfair burden on communities with retail development. Objects to any recommendation that would reallocate sales taxes.</p>	
<p><u>Village of Schaumburg:</u></p>	

Comment	Staff Response
<p>Opposed to redistribution of existing state-shared revenue streams that municipalities rely upon. Any changes should be made as a part of providing more funding for local government as a whole, and should only be made with evidence of benefit to the region.</p>	
<p><u>DuPage Mayors and Managers Conference:</u></p> <p>We support efforts to provide local governments with more authority to pursue flexible and sufficient funding. We request your support to remove the home rule distinction for communities with fewer than 25,000 residents.</p>	<p>No change. ON TO 2050 proposes that statute changes should be made to allow non home rule governments to impose additional types of user fees.</p>
<p><u>Illinois Municipal League:</u></p> <p>Non home rule municipalities should be authorized to adopt appropriate user fees for infrastructure needs such as a local motor fuel tax.</p>	
<p><u>Will County Governmental League:</u></p> <p>It would be advantageous to lower the minimum population number for home rule.</p>	
<p><u>Resident:</u></p> <p>Illinois should focus on paying off its debts and obligations rather than spend new money.</p>	<p>No change. The Plan notes that Illinois needs a long term plan to pay for its obligations. This must be done in concert with new investment.</p>
<p><u>Resident:</u></p> <ul style="list-style-type: none"> <li>• The Draft seeks additional tax revenues without any consideration of the effects of additional taxes on consumers and workers, or the region’s economy.</li> <li>• Stormwater utility fees would be regressive and if based on rainfall patterns, hard to predict. Sanitary districts, such as the MWRD are already funded with property taxes.</li> <li>• The Draft fails to consider land value tax as both a revenue source and a means of addressing fiscal, land use, economic development, and economic opportunity issues.</li> </ul>	<p>No change. Increases in revenues are recommended in the context of a need for investment in infrastructure, which drives the region’s economy.</p> <p>Stormwater utility fees are typically based on impervious surface area, not rainfall patterns. They are typically implemented by municipalities to fund stormwater infrastructure, not the MWRD.</p> <p>The plan does not explore or recommend a land value tax. This has been considered in prior CMAP work on value capture – which is still supported as a transportation revenue source.</p>
<p><u>Resident:</u></p>	<p>No change. The plan includes a recommendation to modernize state revenue disbursement criteria, and ensure that municipalities are not negatively affected.</p>

Comment	Staff Response
The Draft does not consider the potential for regionwide tax-base sharing, as done successfully in at least one large midwest region.	
<u>Resident:</u>  The Draft does not consider the impending fiscal catastrophe affecting State and many local governments due to required pension contributions.  <u>Resident:</u>  There is no mention of reforms for public pensions or contributions to pension systems.	No change. State pension funding is not within the scope of the plan.
<u>Resident:</u>  The Draft contains discussion regarding financial resources available to various kinds of local governments, but does not mention school districts, which provide a service that has important economic impacts.	No change. School districts are a type of local government, and recommendations in the plan to local governments are intended to be inclusive of relevant types of local governments.
<u>Resident:</u>  Allow municipal bankruptcy	No change. Municipal bankruptcy was not in scope of ON TO 2050.
<u>Village of Itasca:</u>  Further stakeholder discussions relating to implementation of user fees, increasing the motor fuel tax, and replacing with the VMT fee are necessary to attain acceptance.	No change. Future work on these issues must include significant outreach to stakeholders.
<u>Village of Schaumburg:</u>  Requests that revenue sharing or tax base sharing be removed from the plan as there is no data that demonstrates that changes will have a positive impact. Local government should be encouraged to study it to support multijurisdictional goals.	No change. ON TO 2050 notes that local government sharing of revenues is just one option for communities coordinating on economic development or sharing services, not a requirement.

**Recommendation:** Build local government capacity

Comment	Staff Response
<u>Illinois Municipal League:</u>  Coordinating professional development opportunities and training through IML would eliminate training redundancies.	No change. IML offers a number of training opportunities. Collaborating with IML on training is included, and other training entities should also be involved.

<p><u>Village of Schaumburg:</u></p> <p>Supports shifting technical assistance toward providing assistance with implementation but there should be an evaluation of community capacity to ensure resources yield results.</p>	<p>No change. One of the areas of focus in post-plan implementation will be on improving the community's capacity to ensure that resources yield results.</p>
<p><u>Lake County Municipal League:</u></p> <p>CMAP has proposed an initiative for staff and official professional development. LCML supports staff and official professional development and notes that these opportunities already exist.</p>	<p>No change. The plan recommends increased utilization of existing quality resources as well as development of additional training resources and increased coverage, by a variety of providers where appropriate. Lake County has a number of strong examples and best practices. Recommendations in this area were often times based on activities already occurring in the region that should be happening in all areas of the region.</p>

**Goal:** Data driven and transparent investment decisions

**Recommendation:** Base investment decisions on data and performance

<b>Comment</b>	<b>Staff Response</b>
<p><u>Resident:</u></p> <p>ON TO 2050 should recommend that the the 55/45 split of IDOT spending which allocates 45% of its spending to NE Illinois be revised.</p>	<p>No change. The plan recommends that investment decisions by IDOT and other entities be based on performance-based approaches.</p>

**Recommendation:** Improve access to public information through technology and transparency

<b>Comment</b>	<b>Staff Response</b>
<p><u>Better Government Association:</u></p> <p>Supports convening local governments in the region to identify best practices around improving transparency. Supports helping lower capacity communities implement local and regional goals, including in the areas of accountability, transparency, and efficiency.</p>	<p>No change. ON TO 2050 recommends partnerships with civic and professional organizations to improve best practices around transparency and accountability.</p>
<p><u>Friends of the Chicago River:</u></p> <p>We would like to see more emphasis in the report on our local units of government, including the MWRD, having more transparent and open processes, particularly as the agencies set strategic goals and step into leadership roles on many of the issues highlighted in ON TO 2050.</p>	<p>Clarified that the state and larger units of government should provide greater access to both their budget processes and associated strategic planning.</p>

## MOBILITY

Comments	Staff Response
<p><u>Openlands:</u></p> <p>We recommend that the Mobility section have a fourth priority. Our region should: Prioritize improvements to mobility that complement and enhance rather than degrade surrounding land uses, from freight to farmland, natural resources and cultural places so we do not sacrifice our region’s critical assets and quality of life.</p> <p>Given that nature-based solutions can help communities become as much as 35% more resilient to climate change impacts, a strong case can be made for making a statement front and center in ON TO 2050 that protecting and restoring natural lands, especially macrosites like Liberty Prairie Reserve, Hackmatack and Midewin, is an important regional strategy that needs to be respected when considering new infrastructure and development. This recognition and focus on climate solutions is one of the most compelling differences in ON TO 2050 from the original GO TO 2040 plan.</p>	<p>Added language to the description of the environmental analysis of RSPs that highlights the importance of ensuring that transportation investments complement and enhance surrounding land uses, including protecting and restoring the natural systems that sustain the region.</p>
<p><u>Metra:</u></p> <p>On page 198, change to: “Transportation agencies, counties, and municipalities will need to magnify coordination efforts and take swift action to adopt and regulate new technologies, make the transit system competitive <b>and resilient against weather events</b>, end fatal crashes, and advance inclusive economic growth.” This revision makes the statement more reflective of the strategic recommendations in the Mobility chapter (listed on the same page).</p>	<p>Change made.</p>
<p><u>Chicago Department of Aviation:</u></p> <p>Page 198- Add "pedestrian deaths at track level" (by Metra trains) to the list in the 3rd paragraph. This is an important safety issue for many community downtowns around Metra stations.</p>	<p>No change in the introduction. Pedestrian deaths at track level are included in fatal crashes. Grade separations are mentioned in the “Improve travel safety” as a roadway design element that can substantially improve safety by reducing conflicts between vehicles and pedestrians.</p>



**Goal:** A modern, multimodal system that adapts to changing travel demand

**Recommendation:** Harness technology to improve travel and anticipate future impacts

Comment	Staff Response
<p><u>Access Living:</u></p> <p>If any individual part of a multimodal system is inaccessible to a person with a disability, the benefits of multimodality are eliminated for our community. We urge CMAP to recommend that public entities and transportation authorities only enter into cooperative arrangements with other transportation providers if the other provider is themselves accessible to people with disabilities. Similarly, we urge that the data shared include issues related to accessibility, such as the number of rides given in wheelchair accessible vehicles.</p>	<p>Added text in the strategy “<b>Ensure that emerging transportation technologies support inclusive growth</b>” on accessibility for seniors and people with disabilities, including that RTA and CMAP should develop guidance to ensure that partnerships with private mobility services are accessible. Added some examples of the impacts of private transportation providers to the strategy “<b>Make the collection, sharing, and analysis of public and private sector transportation data a regional priority,</b>” including access for people with disabilities.</p>
<p><u>Chicago Department of Transportation:</u></p> <p>Plan should include text on updating signal communication in addition to advocating for signal modernization. At \$350,000 per modernization it will take us years, if not decades, and a lot of \$\$ to get connectivity established to all signals. If we consider connectivity independent of the TSM plans, we should be able to get communication to signals in the very near future through wireless/cellular technology in place of traditional fiber optic based connectivity.</p>	<p>Added “and centralized communications” to signal modernization action under operations strategy.</p>
<p><u>Illinois Road and Transportation Builders Association:</u></p> <p>Automated vehicles are likely to be ubiquitous by 2050, and people will choose them over transit. Improving and expanding capacity on the region’s roads and bridges should most appropriately be given far greater weight than the Report provides.</p>	<p>No change. ON TO 2050 recommends prioritizing pricing policies to limit the need for additional roadway capacity given the region’s limited transportation dollars.</p>
<p><u>Illinois Road and Transportation Builders Association:</u></p> <p>The Report states, without support, that “(r)eliability is best improved by changing how roads are managed and operated, rather than expanding the system.” It uses this specious claim to object to significant new highway projects, notably Tri-County Access, which will be addressed in greater detail later in these comments.</p>	<p>The highway operations strategy paper, which is cited in the chapter, contains significantly more detail and analysis about the cost effectiveness of operations strategies that underlie the strategy of considering operations strategies before capacity additions. Changed sentence to “Changing how roads are managed and operated should be the first option in considering how to improve reliability in the region” (sentence from highway operations strategy paper) to make this point more clear, but did not add a specific recommendation.</p>

<p><u>Village of Schaumburg:</u></p> <p>A specific recommendation that encourages transportation agencies to consider making transportation management a higher priority over construction of new infrastructure should be added to the Mobility chapter. There is language in the Draft Plan that supports this concept, but no direct recommendation.</p>	
<p><u>Metra:</u></p> <p>On p 202, replace this sentence: <del>“Sensors, GPS tracking capabilities, and communications infrastructure being implemented by Metra as part of Positive Train Control not only improve system safety but also offer additional opportunities to collect and share real-time travel information about the system.”</del> with the following: “GPS tracking capabilities and an enhanced communications infrastructure being implemented by Metra will improve system safety and also offer additional opportunities to collect and share real-time travel information about the system. Positive Train Control may also provide additional features, after implementation, which could further enhance the exchange of valuable travel information.”</p>	<p>Change made.</p>
<p><u>Metra:</u></p> <p>On page 208, Change to: “Communities with congested, transit-rich, or pedestrian-oriented corridors may consider expanding the use of geofencing <u>to designated pick-up/drop-off areas</u>, and <u>the use of</u> local fees to support transportation infrastructure.</p>	<p>Added pick-up, but kept the remainder as is. Geofencing can be used for more than just pickup/dropoff designation.</p>
<p><u>Metra:</u></p> <p>On pages 209, 216, change to: “CMAP, RTA, and transit agencies should <del>work with</del> <u>provide input to</u> communities <del>to</del> <u>as they</u> establish policies for AVs, TNCs, and other emerging technologies that support local land use, development, and livability goals.”</p>	<p>No change. CMAP is advocating for a more active role for transit agencies and CMAP in developing policies.</p>
<p><u>Resident:</u></p> <p>Competition from Uber and Lyft will be less impactful if vehicles on the roadways which have a</p>	<p>No change. ON TO 2050 recommends pursuing pricing strategies including managed lanes to ensure that emerging transportation technologies do not exacerbate congestion.</p>

bus route pay a congestion pricing fee to use that corridor. Less people will use these services if the bus routes have a fast, dedicated lane (BRT) providing a shorter travel time than those TNCs. Incentivizing transit through cost and time will be the best way to prioritize transit. The revenue collected from the congestion pricing can also be used as additional funds for transit.	
<u>Resident:</u> Bus-on-shoulder will be automated, driverless.	No change. ON TO 2050 recommends that transit agencies analyze opportunities to employ automated technology.
<u>Resident:</u> The key is connectivity, whatever the mode: bike, wheelchair, car, walk, transit.	No change. Plan emphasizes the benefits of a connected, multimodal system.
<u>Resident:</u> I know that the roadway's are totally congested now and that's why Illinois needs infrastructure expansion & improvements with roads, railroad grade separation, monorail, systematic stop light synchronization and public/private partnerships to help with this problem!!	No change. Plan recommends a combination of investments in operations technologies along with very limited and targeted expansion to improve system reliability.
<u>Resident:</u> Address safety concerns with current automated technologies	Added one sentence in recommendation text mentioning significant technical hurdles and safety issues that will need to be addressed before mass adoption is likely.
<u>Resident:</u> Opportunity to start building narrow cars for the region, and automated cars. Illinois automated connected track. 90% of people are driving alone in his commute. Make all the autonomous cars thin. Narrow lanes with automated cars.	No change. ON TO 2050 does not endorse specific technologies, but does support innovations that improve mobility.
<u>Resident:</u> There will be large parking lots on the perimeter of our cities for the autonomous vehicles.	This topic will be addressed in the graphic showing the land use and transportation impacts of autonomous vehicles

**Recommendation:** Make transit more competitive

Comment	Staff Response
<u>Access Living:</u> The paratransit fleet and its dispatch system must be brought up to functionality required when the ADA was passed in 1990, as delays on this system are a major obstacle to access to medical care, employment, and education. Pace needs funding to	Added reference to improved scheduling software and removed reference to "on demand" in the first paragraph of the strategy. ON TO 2050 addresses both the need for increased funding for paratransit service and the need to innovate to provide improved response times.

Comment	Staff Response
<p>replace its existing scheduling software and to link the GPS systems already in its vans to that software. Additionally, it is also time for Pace to offer on-demand service, as on demand shared ride service is now widely available in the private transportation world.</p>	
<p><u>ADA 25 Advancing Leadership and the Disabilities Fund of The Chicago Community Trust:</u></p> <p>Parking is discussed in the context of Parking Management but no mention of parking spots for individuals with disabilities The term “access” was used but there was no concrete mention of people with disabilities.</p>	<p>Added text about the need to provide parking that accommodates people with disabilities.</p>
<p><u>Chicago Transit Authority:</u></p> <p>The word “transit” can broadly interpreted. Changing “transit” to “public transit” in section titles and at the first mention within sections would make it clear that we are referring to the public transit network. For example, the “Make transit competitive” section could be renamed “Make public transit competitive.”</p>	<p>Changes made throughout the plan to further clarify the distinction between public transit and private forms of transit</p>
<p><u>Chicago Transit Authority:</u></p> <p>The benefits of public transit should be mentioned in the plan, including but not limited to the following: Creating equitable job access Providing affordable mobility for those with disabilities and those who cannot or choose not to drive Reducing congestion, which improves air quality</p>	<p>No change. The “<b>Make Transit More Competitive</b>” recommendation includes a discussion of transit’s many benefits, including “<i>improving air quality, allowing travelers to avoid congested highways, and connecting people to jobs, education, entertainment, and other amenities. Public Transit access is especially crucial for those who cannot drive or lack access to a car. In addition, a robust public transit network is an increasingly valuable asset that helps the region compete nationally for new businesses and residents.</i>”</p>
<p><u>Illinois Road and Transportation Builders Association:</u></p> <p>Recommendation to double transit ridership is unrealistic, particularly given limited resources. ON TO 2050 must recognize that prioritizing transit over highways is an inappropriate finding and recommendation.</p>	<p>No change. Plan acknowledges that this goal is ambitious and would require additional investment.</p>

Comment	Staff Response
<p><u>Illinois Tollway:</u></p> <p>...[the] Tollway cautions against a reliance on Illinois Tollway system revenues for projects outside of what is permissible in the Toll Highway Act, such as off-system improvements unrelated to the Tollway System.</p>	<p>No change. The Tollway has previously made investments in transit on their expressways in order to improve operations. It is possible that additional statute changes could be required for certain transit investments on expressway corridors.</p>
<p><u>Metra:</u></p> <p>On page 221, there is a typo: "limited fixed-<del>truck</del> route transit services"</p>	<p>Changed.</p>
<p><u>Metra:</u></p> <p>On page 216, Change to: "CMAP, RTA, and transit agencies should <del>work with</del> <b>provide input to</b> communities <del>to</del> <b>as they</b> establish policies for AVs, TNCs, and other emerging technologies that support local land use, development, and livability goals."</p>	<p>No change. As above, CMAP/ON TO 2050 is advocating for a more active role in developing policies</p>
<p><u>Metra:</u></p> <p>On page 216, Change to: "CTA and Metra should <del>prioritize</del> addressing capacity constraints on high ridership rail lines and <del>planning</del> for longer term capacity increases to better serve areas of high potential within the existing rail network." Immediately below, add: "Metra and freight partners should continue to work together to ensure the efficient operation of the region's commuter rail system."</p>	<p>No change to first point. The word prioritize links back to the plan principle of prioritized investment.</p> <p>Second requested change made.</p>
<p><u>Metra:</u></p> <p>Add the following to the "Ensure equitable transit access" section, to reflect the steps taken by transit agencies to fulfill this aspect of their mission: "Providing equal, affordable, accessible service to most people -- particularly those who are low income, car-less, or with limited mobility -- has historically been integral to public transit's mission, <b>and is a critical consideration during planning efforts.</b>"</p>	<p>Change made.</p>

Comment	Staff Response
<p><u>Metra:</u></p> <p>“Transit agencies should explore and pilot new fare strategies, such as fare capping or low income fares, which reduce fare burden on low income populations and social service providers <b><u>provided that external funding is identified to allow each transit agency to independently meet their mandated revenue requirements.</u></b>”</p>	<p>No Change. The recommendation does not suggest broad changes at this time, and the plan advocates for increased funding for transit to promote modernization, improved service, and the ability to address policy issues such as reduced fares.</p>
<p><u>Metra:</u></p> <p>On page 218, Last paragraph: “At the same time, in some places, parking is necessary to support local businesses <b><u>and support commuter rail stations with large market sheds.</u></b>”</p>	<p>Added.</p>
<p><u>MPC/Active Transportation call:</u></p> <p>Add reference to walkability indicator in the mobility chapter</p>	<p>Added text to context section, linking to indicator and Support development of compact walkable communities (pg 33).</p>
<p><u>Resident:</u></p> <p>If you want to improve reliability you should invest in dedicated bus lanes for every single bus route. Transit moves a greater number of individuals than personal vehicles so that should be priority number one.</p> <p>Creating BRT lanes is not enough, proper enforcement to protect these lanes from being blocked and affecting bus reliability and travel time is necessary in protecting your investment. Look into video enforcement of vehicles that violate the lane exclusivity.</p>	<p>No change. ON TO 2050 supports dedicated transit right of way, including bus lanes, and the enforcement of bus lanes. Given limited resources, ON TO 2050 advocates a performance based approach to selecting routes for dedicated bus lanes.</p>
<p><u>Resident:</u></p> <p>We must increase access to public transit, including for underserved communities. We should improve bus and rail service to areas such as Chicago's South Side through projects like Active Transportation Alliance's Back on the Bus campaign, an improved Metra Electric, and an expanded CTA Red Line.</p>	<p>No change. ON TO 2050 recommends ensuring equitable transit access, includes the red line extension on the list of constrained regionally significant projects, and advocates for improved bus service.</p>
<p><u>Resident:</u></p> <p>Why can't PACE add stops in malls?</p>	<p>No change. ON TO 2050 addresses need for developers and businesses to work with transit agencies in the strategy “<b>Plan for transit-supportive land uses</b>”.</p>

Comment	Staff Response
<p><u>Resident:</u></p> <p>The report briefly addresses the challenges lower density areas face re: transportation. The model for Cook County doesn't apply to Lake-- it would be helpful if more energy was focused on paratransit as a viable option vs. fixed routes.</p>	<p>Added reference to low density areas in addition to EDAs that may be better served by targeted, flexible, and/or on-demand service.</p>
<p><u>Resident:</u></p> <p>Anything that could be done to increase access to transit in the collar communities. Moneys delegated to roads should be transferred to transit. Seen circulator in small communities – local shuttle bus that take people to transit. Parking fees support the circulator bus. Or businesses could support the cost of circulator roads.</p>	<p>Added reference to low density areas in addition to EDAs that may be better served by targeted, flexible, and/or on-demand service. ON TO 2050 already recommends diversifying transit revenue sources, including using automobile user fees flexibly to fund transit, bicycle, and pedestrian improvements.</p>
<p><u>Resident:</u></p> <p>Think about light rail.</p>	<p>No change. ON TO 2050 addresses rail investments, including light rail in many places throughout the plan.</p>
<p><u>Resident:</u></p> <p>Electric transit (transitioning to 100% renewable sources) is a must. Start with the electric Metra to O'Hare plan. Electric trains and buses are worthy of expansion and are capable of short headways.</p>	<p>Added reference to electric vehicles being less polluting. ON TO 2050 recommends <i>“Transportation agencies should adopt electric vehicles and other innovative emission reduction technologies and plan for integration of solar and charging stations into new projects”</i> and <i>“CMAP should continue to fund fleet replacement, such as electric buses and charging stations, through CMAQ.”</i></p>
<p><u>Respiratory Health Association:</u></p> <p>Electric buses should be considered as a crucial element of the Plan’s strategy. The Plan should discuss the advantages of a plan for BEB adoption.</p>	
<p><u>Resident:</u></p> <p>As seniors age out and are almost forced to move from urban because of costs, public transportation is a necessity. I feel industry and commerce would be positively impacted.</p>	<p>Added more text about challenges specific to seniors throughout the mobility chapter, including in the transit recommendation.</p>
<p><u>Resident:</u></p> <p>Coming up with a comprehensive plan to work around the City Parking Meter Deal and relocating parking spots of roadways in which its space can be utilized for BRT is crucial.</p>	<p>No change. ON TO 2050 recommends adapting the street and sidewalk to emerging developments in transportation, which includes consideration of on-street parking</p>
<p><u>Resident:</u></p>	<p>No change. ON TO 2050 recommends that <i>“CMAP, RTA and transit agencies should work with communities to establish policies for AVs, TNCs, and other emerging technologies that</i></p>

Comment	Staff Response
<p>Recommendation focuses on increased funding for transit and needed actions and cooperation of others, but should address more about changes transit agencies should make. Emerging private sector mobility providers should not be looked at as strictly competition. Working with Uber, Lyft, and other similar offerings could be a part of improving the customer experience via improved communications, safety, comfort &amp; reliability in order to remain competitive, attract ridership, and make best use of increased funding and the cooperation of other transportation agencies and local government.</p>	<p><i>support and complement the public transit system”</i> and offers some suggestions on ways that public transit agencies might partner with private sector to improve the rider experience.</p>
<p><u>Resident:</u></p> <p>How does CMAP plan to organize construction while people are going to work?</p>	<p>CMAP is not involved in the active management of construction projects, but the plan makes some recommendations about increased coordination of implementers around incident and workzone management to improve reliability.</p>
<p><u>Village of Schaumburg:</u></p> <p>In general, CMAP should find ways to encourage rather than mandate inclusion of elements such as durable infrastructure, TOD land use requirements, data driven investment decisions in transportation project evaluation. The village is supportive of CMAP encouraging these ideas through incentives such as bonus points in grant application scoring, eligibility for additional funding, etc. but is opposed to these requirements being mandated since it would take away the ability for local governments and organizations to establish their own policies and priorities. Additionally, it will limit opportunity for communities that cannot support transit or additional transit.</p>	<p>This concern is noted for implementation activities.</p>

**Recommendation:** Maintain the region’s status as North America’s freight hub

Comment	Staff Response
<p><u>Metra:</u></p> <p>Change action on pg 166 to “CMAP and partners should develop a process to coordinate regional responses to federal funding opportunities such as INFRA and TIGER/BUILD.”</p>	<p>Partial change. Staff added the notation on TIGER/BUILD, but retained the focus on freight funding.</p>
<p><u>Chicago Department of Aviation:</u></p>	<p>The intro has been edited to further describe O’Hare’s role in the region and nation’s freight network.</p>



Comment	Staff Response
<p>Page 221 and graphic on 222- Opportunity to add more information on O'Hare being the national leader in cargo by value, change the '4th busiest cargo airport' to '1st in value in the nation'.</p>	
<p><u>Chicago Department of Aviation:</u></p> <p>Page 229- Please include IDOT and Illinois Tollway in the 4th bullet point, and include roadway improvements to accommodate increased truck traffic.</p>	<p>Phrase added, but the broader language of “transportation implementers” has been retained. This reflects the many actors involved in planning for the roadway network, also including counties, municipalities, and townships.</p>
<p><u>Openlands Consortium letter on the Illiana (19 organizations):</u></p> <p>CMAP Should Continue to Collaborate with Agencies, Communities and Stakeholders to Evaluate Whether Major Freight and Industrial Projects Are Consistent with ON TO 2050, including adopting specific performance metrics that capture long-term direct, indirect and cumulative impacts to natural resources at stake.</p>	<p>No change. This strategy is supported by the Regional Strategic Freight Direction, which offers a set of questions for each community or local jurisdiction to assess, including understanding potential impacts to natural resources. However, the agency’s role here is advisory unless the proposal is a transportation project seeking federal funds. In that case, CMAP would use the metrics defined in the Regionally Significant Project evaluation (and eventual amendment) process to analyze the potential impacts of the project. For major new developments, CMAP encourages communities – but cannot require them – to partner with CMAP or others in careful evaluation of new freight developments.</p>
<p><u>Openlands Consortium letter on the Illiana(19 organizations):</u></p> <p><b>The Regional Strategic Freight Direction for ON TO 2050 should not target land in the Joliet Training Area and east of Route 53 as planned industrial use and a freight cluster.</b></p> <p>The map of the freight cluster in Will County in the Regional Strategic Freight Direction should reflect that the northern portion of the Joliet Training Area is not available for industrial development.</p>	<p>Minor change. The local freight clusters are defined at the subzone level, which are typically one quarter mile square. In the area referred to, part of some subzones covers Midewin, and part covers industrial development. Staff have removed two subzones that fully overlap Midewin from the local freight clusters.</p> <p>The intent of the local freight clusters is not to indicate what areas are available for development, but to indicate – at a planning level - where freight activity in the region is most concentrated. The Plan recommends careful planning in these areas, not only to support freight activity, but also to ensure that quality of life is not adversely affected, preserve high quality natural and agricultural areas, and ensure that low income and minority residents are not adversely affected. Per the staff response to the general public comments below, this language has been supplemented in the plan.</p>
<p><u>Resident:</u></p> <p>Way too many trucks on the highway.</p> <p><u>Resident:</u></p>	<p>Staff have added additional context on the negative impacts of freight development and trucks to the introduction of this recommendation as well as the strategy to <b>Mitigate negative impacts of freight, particularly in EDAs.</b></p>

Comment	Staff Response
<p>The proposed improvements to Route 53, I-55, I-80, and Wilmington-Peotone Road are not enough to handle what's going on there today. I travel these roads and it's unsafe and crumbling as I write this. People matter. It's unsafe and you're unsure if you'll even make it to your destination. Please work with local municipalities to figure out a real, good safe plan for these roads and highways. Make recommendations that make sense to fix not only existing problems and problem areas but recommendations that will reflect the future.</p>	<p>The Plan does not address specific developments such as Northpoint. However, the plan does offer direction to transportation implementers, local jurisdictions, and economic development entities to carefully weigh the impacts of freight proposals, and plan carefully to ensure that developments have supportive infrastructure and do not negatively affect quality of life. It places particular emphasis on improving safety and improving truck routing to improve quality of life.</p>
<p><u>Resident:</u></p> <p>As a Will County resident and Jackson Township official, I am very concerned about the state of the current infrastructure in Will County, specifically I-80, I-55, I-57, Route 53, and all roads leading to/from these interstates. We need great attention to today's traffic and the number of vehicles that will be on the road with just the current plans for industrial growth. I work in Joliet and I become increasingly afraid each day given the traffic on Route 53 and the lack of alternate, safer routes. I avoid I-55 and Baseline/Arsenal Road because of the excess amount of trucks, many that run red lights getting off of 55 to get to Centerpoint. These trucks drive on roads not meant for trucks, and residents have no recourse. Please take care when deciding what to further inundate our area with.</p>	
<p><u>Resident:</u></p> <p>Please we can't have any more traffic in the Will County area. It's devastating our farming communities.</p>	
<p><u>Resident:</u></p> <p>Our infrastructure cannot handle any more truck traffic. Almost everyday there is an accident involving a semi. How many people need to get serious injured or killed for people to realize we cannot handle any more semis on the road. Veteran's graves are being DESTROYED by semi drivers going into the cemetery because they listen to their GPS instead of reading road signs.</p>	
<p><u>Resident:</u></p>	

Comment	Staff Response
<p>I live in Jackson Township/Elwood. I have had several close encounters with semi's and have to plan around truck traffic for appointments in Joliet because the truck traffic is ridiculous at certain times of the day. During the Fall and holidays, you don't even want to be on the road! Route 53 by the interstate 80 ramps is torn up from all of the trucks. Someone needs to start caring about the people of this area and not about the revenue. Our roads can't handle the traffic now, let alone an additional 600 or more trucks per day. Who is going to be held accountable for our lives? We DO NOT need, nor do we want NorthPoint!!</p>	
<p><u>Resident:</u></p> <p>The greed of big business is going to destroy more farmland and be the cause of more pollution and danger on our roads of 20 ton+ trucks that are a proven cause of death when they are involved in accidents. Say NO to north point!</p>	
<p><u>Resident:</u></p> <p>I live in Manhattan. The warehouse concentration in Will County has ruined our roads and made driving many places nearly unbearable. Until infrastructure is improved, we cannot think of adding more truck traffic to our roads. There are places where the shoulders are 8" drops from the road...my dad lost 2 tires and a wheel at one of these spots a few years ago. I need to schedule in extra time to go anywhere like Joliet or New Lenox because of increased train traffic or truck traffic on 52, Laraway or Cedar. We need to plan the road infrastructure or the county will become unattractive to live in...</p>	
<p><u>Resident:</u></p> <p>I would also like to say please consider all of the additional pollution, noise, and damage to our roads this additional truck traffic will create. Let's consider what this mayhem would do to everyone that resides in the county. 194 Our roads can't handle all of the traffic now, just imagine what additional truck traffic would do to all of the tax payers of Will County. I can accept change, but this is not a GOOD change! Our infrastructure needs to be fixed before our county can handle this kind of change. Enough trucks!!! Please stop this NOW!!</p>	

Comment	Staff Response
<p><u>Resident:</u></p> <p>I'm contacting you regarding Northpoint, who keeps trying to build a huge intermodal in Elwood. Our area has already been affected by semi traffic. As a former truck driver myself, this area is quite confusing to semi drivers. Safety is a concern. One day while I was pregnant, I drove into the ditch on Laraway Road to avoid a semi driver that fell asleep at the wheel. Another pregnant mother was killed earlier this year by a semi.</p> <p>Also, the industrial development brings air pollution. I want my daughter to enjoy the cornfields and fresh air! I don't have an issue with creating jobs and bringing revenue to the area. This company who is not even based in Illinois also wants a huge tax break. My family is struggling, yet huge companies like this can get tax breaks?</p> <p>In the end, I hope my slice of paradise isn't going away. We have vacant warehouse, crumbling infrastructure, dangerous drivers, and medical issues already and we don't need more.</p>	
<p><u>Resident:</u></p> <p>I am a resident of Elwood, IL. Adding NorthPoint will decimate our community. We already have Centerpoint of Elwood and CenterPoint Joliet to the west of our town. My family has had too many close calls with semis. We change our routes and barely go to Joliet anymore. I have been run off the road by semis a few times, and my entire family almost got pushed off the bridge on 55 by the arsenal exit. Furthermore, lost semis have been coming through our town, knocking over street sings, cable lines, and trees and driving too close to schools. We already have a dangerous situation, let's not make it worse.</p> <p>For years my father has been stating that he wants to be laid to rest inside the Abraham Lincoln National Cemetery, but with semis coming into the cemetery, running over grave sites, and not paying attention to the restriction signs, no. It's a disgrace and it needs to stop. NorthPoint's project would also negatively affect our farmlands. Some farms have been</p>	

Comment	Staff Response
<p>producing for over 100 years. To conclude, our infrastructure is a disaster; it needs to be updated before any more projects are approved.</p>	
<p><u>Resident:</u></p> <p>Please consider the environmental impact of tens of thousands of semi trucks a day traveling down roads used by the general public and children traveling to school. I truly appreciate the Freight Chapter's analysis that freight clusters are often placed in economically disadvantaged areas. This sort of development would, quite frankly, not be welcome in more economically-advantaged areas. We need to stop the race to the bottom. No community should suffer with extreme diesel pollution. We are the transportation hub of the United States. Let's commit to clean air and broadcast that there is an environmental and human cost to 2 hour shipping.</p>	
<p><u>Resident:</u></p> <p>Residents are experiencing high levels of diesel pollution that are affecting Joliet and Elwood. CMAP needs t to support transition to electric vehicles and semis.</p>	
<p><u>Resident:</u></p> <p>Freight chapter describes development of edge of region – agriculture. Agricultural land is some of the most valuable land in the region and should be protected.</p>	<p>Agricultural preservation is emphasized in the Environment Chapter and is also recommended in the Community Chapter. The strategy on mitigating the impacts of freight development now points to those recommendations.</p>
<p><u>Will County Governmental League:</u></p> <p>Waterways are a key component of our region’s transportation network, especially Brandon Road Lock and Dam in Will County. This lock sees the movement of over 15 million tons of material annually. Brandon Road is also viewed as a critical point in stopping aquatic invasive species (AIS). Brandon Road Lock and Dam should be mentioned within On To 2050, recognizing the importance of this location and the need for improved travel times.</p>	<p>Staff have added a notation about the Brandon Road Lock and Dam under the strategy “<b>Invest strategically in the freight network</b>”.</p>

**Goal:** A system that works better for everyone

**Recommendation:** Leverage the transportation network to promote inclusive growth

Comment	Staff Response
---------	----------------

<p><u>Chicago Transit Authority:</u></p> <p>Nearly every strategy in the Plan has specific policy recommendations; however the “<b>Leverage the transportation network to promote inclusive growth</b>” section makes no specific recommendations on how strategy could be achieved. As noted previously, work by RTA to inform the plan has shown that there is a great deal of overlap between vacant/underutilized land, underutilized transit, and low-income areas on Chicago’s south side. This is a key opportunity area to make progress in multiple goal areas, and may be worth highlighting in the Inclusive Growth section.</p>	<p>There are a number of specific strategies and actions underneath the “<b>leverage the transportation network to promote inclusive growth</b>” recommendation. In a number of places throughout the plan the link between reinvesting in disinvested areas and supporting existing transit service (see the context section for make <b>transit more competitive</b> as well as the <b>invest in disinvested areas</b> recommendation in the community chapter).</p>
<p><u>Chicago Transit Authority:</u></p> <p>Language from “<b>Build capacity for disinvested communities to develop, fund, and maintain transportation infrastructure</b>” section on page 233 of 283 is still somewhat problematic and should be clarified. This section still assumes a solution that has not yet been fully investigated or analyzed, and could be interpreted as an endorsement of the privatization of some portions of our current public transportation network. The ability of ridesourcing to provide comparable levels of service in all areas equitably without public subsidies has not been demonstrated, and the policy recommendation to partner has significant implications for accessibility, inclusive growth, and long-term regional resilience. I.e., it is fine to consider pilots/partnerships, but we should proceed with caution to avoid inadvertently reallocating public subsidy and degrade public transit service as a result.</p>	<p>Added sentence “However, for these services to be equitable options they must be affordable for residents and there must be public accountability for changes to fares and levels of service.” in the “<b>Improve commute options</b>” strategy.</p>
<p><u>Human and Community Development Committee:</u></p> <p>Describe the necessity for prioritized investments to be equitable, distributing resources in a manner that directly benefits marginalized populations.</p>	<p>No change. The inclusive growth principle as applied to mobility explicitly names “<i>improving mobility options that spur economic opportunity for low income communities, people of color, and people with disabilities</i>” as a goal.</p>
<p><u>Human and Community Development Committee:</u></p> <p>Focus on the critical need for increased transportation (walking, biking and public transit) infrastructure better serving the needs of POC and LMI.</p>	<p>No change based on content already in the plan document. ON TO 2050 recommends improving commute options for residents of EDAs, ensuring equitable access to safe pedestrian and bicycle pedestrian facilities for low income residents, and raising the capacity for EDA communities to develop, fund, and maintain their own transportation infrastructure.</p>

<p><u>Human and Community Development Committee:</u></p> <p>Address the pressure that displacement in Chicago is having on public transit and transportation infrastructure in suburban municipalities unprepared for the influx of carless LMI residents.</p>	<p>ON TO 2050 highlights both the need to plan for affordability in disinvested areas experiencing rapid redevelopment, and address the way the continued suburbanization of housing and employment have created a mismatch between areas with high transit access and areas with jobs/amenities that limits transportation options for low income users of the system. It also highlights the growth of demographic groups that are more likely to be transit-dependent in suburban areas, particularly suburban Cook county.</p>
<p><u>Human and Community Development Committee:</u></p> <p>Consider opportunities to increase investments in public transit and the full range of mobility options, economic opportunity and open space improvements for LMI residents without creating a tax burden that is inequitable and disproportionately and adversely impactful toward LMI residents.</p>	<p>No change. ON TO 2050 supports equitable, affordable, accessible transit system that explicitly prioritizes affordable mobility options for low income and transit dependent residents. The strategy “<b>diversify and increase transit funding sources</b>” specifically recommends that new automobile user fees should be used flexibly to improve the region’s transit, bicycle, and pedestrian infrastructure. When new user based fees such as a road usage charge are discussed, the plan urges the development of policies that defer undue burden for low income drivers. Similarly, strategies pointed at promoting economic opportunity and providing more open space for residents of the region’s EDAs do not aim to do so through creating new or disproportionate tax burdens to low income residents.</p>
<p><u>Illinois Tollway:</u></p> <p>Recognizing that tolling can have disproportionate impacts on the region’s most vulnerable, the Tollway has already developed a program for reduced tolls. As ON TO 2050 recommends expansion of tolling onto existing freeways, Tollway recommends consideration for how the existing reduced tolls program might be broadened to include IDOT instead of adopting policies to extend “lifeline credits” to low-income drivers. As seen in the past with the “free transit rides for seniors” program, implementing these types of policies do not happen with direct consequence to regional funding and operational resources.</p>	<p>Added expanding reduced toll policies as an option in the action.</p>
<p><u>Resident:</u></p> <p>Need additional engagement and education of disabled residents, to help get them ready for changes and included in the future</p>	<p>Added reference to people with disabilities in the strategy “Increase authentic, responsive engagement of underrepresented communities in planning and development”</p>
<p><u>Resident:</u></p>	<p>No change.</p>

When we say resilience we mean let's step up and be better to new residents. Thank you for including this. So much more resilience and inclusive growth work is needed. No more discriminatory transportation plans	
---	--

**Recommendation:** Improve travel safety

<b>Comment</b>	<b>Staff Response</b>
<p><u>Resident:</u></p> <p>A safe bike route from the Fox River Trail to a bicycle facility as part of Western Access to O'Hare Airport satisfies the above goals by connecting thousands of residents to jobs, desired destinations and connections. This corridor has two gaps identified in the CMAP Greenways Trail Plan and other planning documents.</p>	<p>No change. ON TO 2050 supports bike paths, and recommends the completion of the Greenways and Trails plan. However, these projects do not meet the cost threshold of an RSP.</p>
<p><u>Illinois Municipal League:</u></p> <p><b>Improve driver training and equitable traffic safety enforcement policies</b></p> <p>ML concurs that the state should expand local authority to implement automated speed limit enforcement programs. These programs are an efficient way to enforce traffic laws and allow public safety personnel to focus on addressing serious crime (page 241).</p>	<p>Noted. No change.</p>
<p><u>Resident:</u></p> <p>There is the need for Elevated Cycle Highways that run above, or are elevated alongside (separated from traffic) on State of Illinois, railroad, or toll way right-of-ways. ECH built/run on SRAs, above railroads, and alongside toll ways will draw cyclists out. Communities will respond to demands generated by new cyclists who want to use the ECHs. ECH can be weather-proofed.</p>	<p>No change. ON TO 2050 advocates for safe bicycle and pedestrian infrastructure that connects to functional destinations, but does not identify the specific form of those investments. Regional Greenways and Trails Plan, also being approved as part of the plan process, has the region's most recent bike/ped plan.</p>
<p><u>Resident:</u></p> <p>Transparently demonstrate in the MTP how the congestion management process was utilized, particularly how of transportation demand management (TDM) strategies were included, to lower travel demand and reduce accidents. The MTP discusses strategies such as pricing reforms, land use policies, and managed lanes to</p>	<p>As in GO TO 2040, ON TO 2050 recommends performance-based funding and congestion pricing as critical strategies for managing congestion and are committed to implementing the recommendations of the plan that manage transportation demand. The region has made significant progress in developing and tracking indicators around transportation demand management.</p>



increase non-SOV travel. However, there is not a reasonable expectation that these will be implemented and the MTP does not provide quantitative impacts of such strategies to reduce VMT.	The indicators appendix contains a number of these targets.
--	---

**Recommendation:** Improve resilience of the transportation network to weather events and climate change

Comment	Staff Response
<p><u>Friends of the Chicago River:</u></p> <p>Friends is a strong advocate for the use of green infrastructure throughout the region. Regionally, more focus needs to be on building, and re-building, roads, bridges, etc. with techniques that reflect changing climates. The use of green infrastructure is highlighted in the report, but it could be emphasized more.</p>	<p>No change. This is noted throughout the Environment Chapter, including in the <b>Strengthen gray and green infrastructure to withstand climate change</b> strategy in the <b>Plan for climate resilience</b> goal, as well as the <b>Reduce flood risk to protect people and assets</b> goal</p>
<p><u>Resident:</u></p> <p>Fix flooding problems, better streets and roads.</p>	<p>No change. Flooding is a major focus of the resilience recommendation.</p>
<p><u>Metra:</u></p> <p>On pages 136, 242, it is unclear how “transportation implementers [would] conduct studies to determine the flood vulnerability of transportation infrastructure.” While we support the effort to examine the flood vulnerability of the transportation system, this process requires discussion with transportation providers to determine what standards should be employed and how this could be accomplished. We ask that this be revised to: “The RTA, IDOT, and county transportation agencies are working to identify and plan for areas of the existing transportation system that are vulnerable to flooding... CMAP and transportation implementers should conduct studies discuss processes to determine the flood vulnerability of transportation infrastructure and design projects to accommodate the projected precipitation during its designed lifespan.”</p>	<p>The suggested leading clause of the action step is included in the descriptive paragraph above this action. Action has been edited to read: <i>CMAP and transportation implementers should <del>conduct studies</del> investigate and implement approaches to determine the flood vulnerability of transportation infrastructure, and design projects to accommodate the projected precipitation during its designed lifespan.</i></p>
<p><u>Resident:</u></p> <p>CMAP should measure and set a target for GHG emissions and VMT</p>	<p>No change. GHG emissions are a plan indicator (see appendix) as is non-SOV mode share and transit ridership.</p>

<p><u>Resident:</u></p> <p>We must prepare for climate change by building resilient infrastructure. To address the root causes of climate change, we should move towards 100 percent clean energy. This transition would allow residents to save money, create clean energy jobs, and promote a stable, resilient, clean state of Illinois for generations to come.</p>	<p>ON TO 2050 does not include a target for renewable energy supply because setting such a target would require extensive analysis outside the expertise of CMAP staff. Language was added to the recommendation <b>Comprehensively address energy and climate change at the federal and state levels</b> to consider doing so if and when a regional climate action plan is undertaken.</p>
---	--

**Goal:** Making transformative investments

**Recommendation:** Fully fund the region’s transportation system

Comment	Staff Response
<p><u>Chicago Department of Aviation:</u></p> <p>What would the freight service fee be used for?</p>	<p>Added a phrase clarifying that these funds should be directed to freight improvements.</p>
<p><u>Illinois Municipal League :</u></p> <p>IML concurs that a federal cost of freight service fee is sensible policy for generating transportation funding.</p>	
<p><u>Chicago Transit Authority:</u></p> <p>Clarify what is included in the term “transportation system” and differentiate if/where necessary in the discussion. From the beginning of this section, the text should define what the roadway needs are and what the transit needs are, or it should clearly state that the two are combined under the term “transportation system.”</p>	<p>Terminology referring to the roles different types of implementers has been made consistent throughout the plan, and particularly Mobility. Regionally Significant Projects are arranged by facility type, but now have an indicator for multimodal projects.</p>
<p><u>Human and Community Development Committee:</u></p> <p>Reconsider any across the board tax increases which may have a disproportionate, adverse impact on POC and LMI residents.</p>	<p>No change. The Plan recommends that new revenues must be implemented carefully to avoid undue burdens in lower income residents.</p>
<p><u>Resident:</u></p> <p>How do you plan to build this without taxing low income communities?</p>	
<p><u>Illinois Municipal League :</u></p> <p>The state MFT should be increased and possibly indexed to inflation. Instituting a VMT fee is more complicated and thorough study is needed. IML recommends research regarding revenue distribution formulas as a result of a VMT fee.</p>	<p>Added that analysis will be required to ensure the funds are invested fairly.</p>

Comment	Staff Response
<p><u>Illinois Road and Transportation Builders Association:</u></p> <p>The IRTBA also does not object to the use of public-private partnerships in many instances, especially in such areas as highway lighting and EV charging stations. The Report should include a section that public-private partnerships for highway construction is inappropriate in a region where an existing Toll Highway Authority operates.</p>	<p>No change. The plan recommends public-private partnerships where fiscally appropriate and should be structured to protect the public interest.</p>
<p><u>Illinois Road and Transportation Builders Association:</u></p> <p>Expanding the sales tax base may be appropriate to offset other governmental costs, the preference should be user fees, as those revenues are now protected from diversions by the Illinois Constitution.</p>	<p>No change. To the extent that a sales tax is used to fund the RTA, it needs to be modernized to reflect increasing consumer preferences for service consumption. Expanding the sales tax base presents benefits in addition to more sustainable revenues for the transit system, including greater horizontal equity, fewer economic distortions, and additional revenues to local governments from service-based commercial uses.</p>
<p><u>Illinois Road and Transportation Builders Association:</u></p> <p>The Report also downplays the cost of transit and suggests that transit riders pay a higher share of the cost than they actually do by noting that “(t)ransit fares contribute more than 50 percent of transit operating revenues region-wide.” The basis for this statement is not cited. Even if this 50 percent figure is accurate, it does not include capital costs for maintaining, improving, and expanding the transit system as the Report calls for.</p>	<p>Revised sentence: <i>“Transit agencies exceed requirements by recovering over 50% (10% for ADA Paratransit) of region wide operating expenses from system generated revenues such as fares and advertising.”</i></p>
<p><u>Illinois Road and Transportation Builders Association:</u></p> <p>It is clear from the Report that the recommendation for that “sustained investment” would be derived primarily from those who do not use the transit system (p. 215). In fact, the Report states that “automobile user fees should be used flexibly to improve the region’s transit, bicycle and pedestrian infrastructure.” The Report calls for IDOT and the Tollway to use toll revenue for transit. Not only is this questionable due to the continued decline of transit ridership, it is of questionable legality for toll revenues to be used in this manner.</p>	<p>No change. It is possible that additional statute changes could be required for certain transit investments on expressway corridors.</p>
<p><u>Illinois Tollway:</u></p>	

Comment	Staff Response
<p>The Illinois Tollway cautions against a reliance on Tollway system revenues for projects outside of what is permissible in the Toll Highway Act, such as off-system improvements unrelated to the Tollway System.</p>	
<p><u>Resident:</u></p> <p>Identify alternate scenarios, impacts on travel demand, and emissions based upon assumptions for increased transportation user charges to account for uncovered social costs of personal vehicle travel and improve transit farebox recovery rates. Emphasize pricing reforms, as current vehicle operating costs covered by users do not fully account for the costs they impose in the form of environmental damages (air, noise and water pollution), imported oil security, congestion delay on other system users, and higher bundled goods costs due to free parking.</p>	<p>No change. The plan emphasizes modernizing and expanding existing transportation revenues, with a particular focus on user fees. The plan also recommends increased use of tolling, particularly managed lanes, again to implement user fees, make the best use of the system, reduce congestion, and improve travel.</p>
<p><u>Resident:</u></p> <p>Redo the obsolete “GO TO 2040” project and financial plan. The \$12.3 billion set aside for fiscally constrained high-priority projects must be redlined from the plan. The federal funds devoted to maintenance and modernization over the next 20 years is suspect.</p>	<p>No change. GO TO 2040 numbers were not used in ON TO 2050. The ON TO 2050 financial plan provides new forecasts and allocations.</p>
<p><u>Resident:</u></p> <p>Concerns about the capital fund and haven’t had a capital fund since 2009. Without this funding Pace/CTA can’t get new buses and trains.</p>	<p>No change. ON TO 2050 assumes that state capital funding will be made available in the future, but recognizes that this will require legislative action.</p>
<p><u>Resident:</u></p> <p>We need funding for high quality infrastructure, but this should be achieved through economic growth rather than increasing taxes that can pose a heavy burden for residents.</p>	<p>No change. Forecasts indicate that even with growth in revenues, there will be insufficient funding available to maintain and operate as well as improve and enhance the system.</p>
<p><u>Resident:</u></p> <p>People won’t be able to get to work if you increase taxes and will move. There needs to be a better solution. Legislators should take a pay cut to pay for roads.</p>	<p>No change. The plan is focused on raising revenue to make the necessarily investments in the transportation system to ensure the region prospers.</p>
<p><u>Resident:</u></p>	

Comment	Staff Response
<p>Illinois has enough taxes on the citizens here. We do not need more taxes, we need tax relief.</p>	
<p><u>Resident:</u></p> <p>Who will you attract to move here? Who will you tax when we all move away?</p>	
<p><u>Resident:</u></p> <p>Since Illinois is one of the highest taxed states with one of the largest debts in the country, it would be better to concern yourselves with paying off your debts and obligations. I say YOURS, because you are a governing force within IL. Illinois residents did not make these debts and obligations!!! Illinois government made them on behalf of the residents! I suggest you try to NOT spend any NEW money until you've paid off the old! ...and that' without taxing the heck out of the residents! We are already over taxed!!!</p>	
<p><u>Resident:</u></p> <p>Expanding the sales tax base has been brought up before, and we need to show caution with this, to assess the economic impact of these businesses and those who use them.</p>	<p>No change. The plan indicates that an expansion of the sales tax base should be done in such a way that minimizes economic distortions and undertaken through a deliberative process.</p>
<p><u>Resident:</u></p> <p>CMAP supports higher fuel taxes at the state and federal level for motor fuels, with a plan for indexing to inflation. These taxes do not need to be raised at any level for the time being, due in part to fluctuations in gasoline prices. The rate of inflation is determined by the federal government [which is imprecise and subject to fluctuation] Delegating tax hikes from a legislative body to a federal bureaucracy mat not be constitutional.</p>	<p>No change. Current motor fuel taxes are a flat, per gallon rate. Indexing the rate to an inflationary measure could potentially include the consumer price index, but could also be a different inflationary measure.</p>
<p><u>Resident:</u></p> <p>Using funds from the transportation lock-box for transit improvements over highway improvements should be explicitly stated.</p>	<p>No change. The state constitution allows for transportation revenues to be used for both highway and transit improvements.</p>
<p><u>Resident:</u></p> <p>HOT lanes should be implemented in most, if not all lanes during peak periods. There is no reason that people should be driving to work if they have a viable other mode of transport. If they choose to</p>	<p>No change. ON TO 2050 already includes recommendations for improved transit access, as well as tolling on both new capacity and on existing capacity after reconstructions, where appropriate.</p>

Comment	Staff Response
drive then they should have to pay. A section on changing outdated state laws that hinder this push for transit investment should be included	
<p><u>Resident:</u></p> <p>The managed lanes concept seems to be a term for tolls. Pricing policies seem to be the concept of “variable pricing” meaning that toll prices change throughout the day, with drivers unsure of what they would pay until they get through that lane. These concepts are regressive in nature, and should be opposed.</p>	<p>No change. The implementation of managed lanes could be done in concert with pursuing multimodal improvements and the implementation of policies that ensure equitable access to tolled facilities.</p>
<p><u>Resident:</u></p> <p>We need both new public transit and better and expanded roads. However, we do not need more tolling on the region’s expressways.</p>	<p>No change. Funding will be insufficient to make needed roadway improvements and expansions. Toll revenue is necessary to implement these projects.</p>
<p><u>Resident:</u></p> <p>Creating a regional revenue sources seems to be oriented around having a regional government above the county level, but below the state level. This would increase the tax burden for families and residents. This sort of taxation should be opposed.</p>	<p>No change. The proposal for a regional revenue source is focused on funding for northeastern Illinois’ capital investment needs, and would not necessitate a regional government.</p>
<p><u>Resident:</u></p> <p>CMAP recommends a miles driven tax that would either replace or supplant motor fuel taxes, though in implementation fuel taxes would probably remain. This proposal is another form of regressive taxation, and impinges on privacy. CMAP supports taxation of this at the state and federal level. A proposal for privatization of tax collection of such taxation should be opposed.</p>	<p>No change. ON TO 2050 states that new user fees must be implemented carefully to avoid undue burdens on lower income residents, and is clear that a VMT fee should replace the state MFT. If privatization of tax collection occurred, it must be structured to protect the public interest.</p>
<p><u>Resident:</u></p> <p>Concerned about how long it will take to implement a mileage-based user fee. We may need to implement other alternative funding sources in the interim, such as adding fees on EV batteries, electric vehicles and cargo loads</p>	<p>No change. Interim funding sources may provide short term benefit but would not provide a long-term sustainable funding source that is determined based on use the system.</p>
<p><u>Resident:</u></p> <p>The [managing of parking] proposal limits public parking as a way to discourage driving. People, especially in most suburbs, need their cars and such</p>	<p>No change. Parking pricing is most appropriate in areas with significant demand for parking. A parking management and pricing strategy can also provide revenue for local transportation improvements.</p>

Comment	Staff Response
plans need to be looked at carefully, such as “pricing” on-street parking.	
<p><u>Will County Governmental League:</u></p> <p>Because reasonably expected revenues are not guaranteed funds, it is short sighted to base the fiscally constrained project list on these revenues being available.</p>	<p>No change. If reasonably expected revenues were not included in the plan, there would not be sufficient revenue in the constraint to operate and maintain the system, and there would not be available funds to allocate toward improvements, enhancements, and expansions in the form of the regionally significant project list.</p>

**Recommendation:** Enhance the region’s approach to transportation programming

Comment	Staff Response
<p><u>Metra:</u></p> <p>On page 256, change “CMAP, RTA, and the transit agencies should continue to collaborate on achieving asset condition targets for the transit system.” to “The transit agencies should continue to set annual performance targets for the transit system as RTA and CMAP work to secure funding to achieve those targets.”</p>	<p>No change. Federal law requires the MPO and the transit agencies to collaborate on setting these targets.</p>
<p><u>Village of Schaumburg:</u></p> <p>In general, CMAP should find ways to encourage rather than mandate inclusion of elements such as durable infrastructure, TOD land use requirements, data driven investment decisions in transportation project evaluation. The village is supportive of CMAP encouraging these ideas through incentives such as bonus points in grant application scoring, eligibility for additional funding, etc. but is opposed to these requirements being mandated since it would take away the ability for local governments and organizations to establish their own policies and priorities. Additionally, it will limit opportunity for communities that cannot support transit or additional transit.</p>	<p>No change. This is noted as the region implements performance-based programming policies.</p>
<p><u>Resident:</u></p> <p>Now is the time to create performance-driven, outcome based transportation planning that shifts focus to “alternatives modes.”</p>	<p>No change. ON TO 2050 plan recommends making performance-based investments for all modes.</p>

**Recommendation:** Build regionally significant projects

<b>Comment</b>	<b>Staff Response</b>
<p><u>Access Living:</u></p> <p>We also ask for greater support for the CTA’s recently announced ASAP plan, as we recognize that completion of the plan, even with its significant time horizon, represents a significant step forward in system accessibility. We appreciate the support expressed on page 217 of the Plan, but urge CMAP to more strongly support full funding for all phases of the ASAP plan, and to take an active role in identifying potential sources of funding.</p>	<p>Staff have made changes throughout the plan to emphasize the needs of residents with disabilities. The ASAP plan is supported in ON TO 2050.</p>
<p><u>Openlands joint letter with 15 organizations, regarding Tri-County Access:</u></p> <p>The Tri-County Access Project illustrates why it is vital to continue to use the Green Infrastructure Vision (GIV) as a metric in evaluating adverse impacts to natural lands and waters that are contrary to the principles and strategies in GO TO 2040 and ON TO 2050. Utilizing the metric of induced residential development along a limited access highway would grossly underestimate the extent that the McHenry-Lake Connector would degrade the Nippersink Creek, and harm Hackmatack National Wildlife Refuge.</p>	<p>No change.</p>
<p><u>Openlands:</u></p> <p>We are pleased to see the draft ON TO 2050 plan strongly emphasize the need to prioritize and fully fund transit and multi-modal transportation, such as the completion of the Northeastern Illinois Regional Greenways Plan and implementation of Complete Streets policies. To uphold good will and strong support, we caution that projects such as high-speed rail, should not be compromised by including elements that unnecessarily harm surrounding communities and degrade our region’s natural assets. For instance, the proposed high-speed rail project along the short stretch south of Elwood in Will County intrudes into Midewin National Tallgrass Prairie (Midewin) to accommodate an unnecessary and legally questionable access road and up to three additional freight lines that would allow trains to idle in Midewin’s globally imperiled grassland bird habitat.</p>	<p>No change. The plan broadly recommends improvements to intercity rail travel, with specific detail about improvements to Union Station. The plan does not evaluate high speed rail projects.</p>



Comment	Staff Response
<p><u>Illinois Tollway:</u></p> <p>Tollway believes that it is premature to introduce the Expressway Vision Study in the ON TO 2050 Plan at this time given that the study's recommendations have not yet been formally developed and presented for agency and public comment. Further, should the study's recommendations require more than \$100 million in increased regional investment, Tollway would urge that these recommendations be regionally vetted in the same manner as other major projects seeking to be included in the regionally constrained list.</p>	<p>The plan does not assume incorporation of the Expressway Vision projects on the fiscally constrained list. Once that project is complete, improvements beyond the scope of the approved ON TO 2050 Plan would require a plan amendment.</p>
<p><u>Illinois Tollway:</u></p> <p>The Tollway urges CMAP to keep the description of projects in the constrained list reasonably consistent with how they have been described by the lead agency. (Please see update language for Tollway led projects <u>attached</u>.) Bringing distinction between the scope of improvements that the lead agency is actively advancing versus what CMAP recommends in the longer term, as was done for I-55, is helpful.</p> <p>If CMAP has independently developed project descriptions, then CMAP may want to consider not necessarily attributing these projects to a particular agency, especially as many of CMAP's recommendations require multi-agency partnerships (e.g., tolling of existing freeways coupled with transit service expansion).</p>	<p>Some edits were made to clarify when ON TO 2050 makes recommendations about projects in addition to the elements currently being advanced by the implementing agency.</p>
<p><u>Sierra Club:</u></p> <p>Sierra Club advocates that the specific public transit and Metra projects listed starting on page 274 of the Draft Plan include additional emphasis on the need for electric buses, all-electric trains and engines for Metra, and charging stations along routes and bus depots.</p>	<p>No change. The Plan offers strategies for implementers to pursue alternative energy and cleaner options. See the recommendation to <b>Harness technology to improve travel and anticipate future impacts</b> for more information. The Plan also offers direction on improved allocation of resources like the Congestion Mitigation and Air Quality program, which can help achieve these goals.</p>
<p><u>Resident:</u></p> <p>I support widening roads and fixing them. I have nothing against bikes or transit, but being in the Midwest and Chicago, four months of the year are better to get around with cars instead.</p>	<p>No change. The plan supports a multimodal system.</p>
<p><u>Resident:</u></p>	<p>No change.</p>

Comment	Staff Response
<p>Great plan. I wish you could pass this on to downstate. We need to go to 3 lanes on our arterial. My only suggestion is make sure you protect ROW if the projects are ever needed. Also fascinated by the decline in traffic on city arterial. Is that going to continue.</p>	
<p><u>Resident:</u></p> <p>I know that the roadways are totally congested now and that's why Illinois needs infrastructure expansion &amp; improvements with roads, railroad grade separation, monorail, systematic stop light synchronization and public/private partnerships to help with this problem!!</p>	<p>No change. The plan recommends some of these ideas, such as grade separations, TSP, and public private partnerships. Others are beyond its scope or were not submitted as projects.</p>
<p><i>Note: comments below this area are grouped by major topic or regionally significant project</i></p>	
<p><b>Comments on expressway expansion, active modes, and transit</b></p>	<p>No change. The plan emphasizes the need to plan for a multimodal system, and has threaded the need to improve biking and walking throughout. While many bike and pedestrian projects are too small in scale to be evaluated in the plan, recommendations in Community and Mobility emphasize the need to plan particularly for active modes, and to pursue projects that provide multiple benefits. The plan also specifically endorses the Regional Greenways and Trails plan. The plan retains GO TO 2040's focus on transit for new capacity, allocating the same 60 percent of those dollars to transit. The recommendation to <b>Make Transit Competitive</b> offers a number of strategies to ensure that development patterns, adaptation to new technology, and improvements to transit service continue to support the vital service that the transit system provides to the region.</p>
<p><u>Active Transportation Alliance:</u></p> <p>Remove expressway expansion projects from the plan's list of regionally significant projects and adopt a policy acknowledging that expressway expansion leads to induced demand that undermines congestion relief, reinforces car-dependency, and disadvantages people who cannot afford or cannot physically drive a car. Prioritize lasting, cost-effective congestion relief with strategies like better public transportation, walking, biking, and rush-hour demand management such as converting roadway lanes to carpool lanes.</p>	
<p><u>Openlands:</u></p> <ol style="list-style-type: none"> <li>1. Remove expressway expansion projects from the Statewide Transportation Improvement Program (STIP).</li> <li>2. Adopt a policy acknowledging that expressway expansion leads to induced demand that undermines congestion relief, reinforces car-dependency, and disadvantages people who cannot afford or cannot physically drive a car.</li> <li>3. Prioritize lasting, cost-effective congestion relief with strategies like better public transportation and rush-hour demand management.</li> </ol>	
<p><u>Resident:</u></p>	

Comment	Staff Response
<p>I'd love to see the funding imbalance between roads and walking, biking and transit fixed. We spend so much on roads and starve transit modes that are better for ourselves and our environment. Metra should look more like a Paris Style RER or London Overground, the CTA should feel safe 24 hours a day, we should have an expectation that every road will have a protected bike lane like Portland. These aren't impossibilities, they simply aren't current priorities.</p>	
<p><u>Resident:</u></p> <p>Our tax dollars stretch further on rails, bus lanes, and bikeways than they do on automobile roads and highways. The former (trains, buses, and bikes) last longer and serve more people per dollar. Chicago's balance between private and public transportation has heavily favored cars for the past two generations and it needs to change. I do not support any expansion or creation of new highways in Chicagoland. I am fine with maintaining existing capacity (repaving, rebuilding bridges, etc), though I prefer reducing some automobile capacity by transitioning it to dedicated bus, bike, or train usage.</p>	
<p><u>Resident:</u></p> <p>Over the past several decades entirely too many resources have been directed towards the automobile infrastructure to the detriment of viable alternatives such as public transportation, bike and pedestrian options. The mindless allocation of resources towards roads has made the Chicago area massively congested and polluted. Please do not continue to ignore alternate means of transportation. The public deserves choices beyond automobile dependency.</p>	
<p><u>Resident:</u></p> <p>I strongly urge that all new highway construction / expansion is removed from the plan. New and expanded highways in the region have failed to mitigate congestion while increasing pollution. Given our government's financial condition, the money would be better spent towards maintenance of existing infrastructure and investment in</p>	

Comment	Staff Response
<p>alternative modes of transportation (bus, rail, bicycling).</p>	
<p><u>Resident:</u></p> <p>I support removing expressway expansion projects from the plan. They ultimately attract more traffic and congestion, creating more air and water pollution. Continuing to expand highways is not sustainable. A LOT more funding should be going into improving quality and reliability of public transit and building safer pedestrian and bike infrastructure.</p>	
<p><u>Resident:</u></p> <p>No new lane projects should go forward in Illinois – they increase pollution over time.</p>	
<p><u>Resident:</u></p> <p>The plan needs to make public transportation a top priority. I am opposed to extending building more highways- that will only encourage congestion. Walkable/bikable transportation needs to be emphasized as well. Thank You !</p>	
<p><u>Resident:</u></p> <p>Your draft 2050 plan is grossly oriented to supporting a growing imbalance in our transportation system for northeastern Illinois. Continued expansion of the roadway system will only cause increased driving, increased congestion, increased air pollution and increased carnage on our highways. Expand the investment in and opportunities for biking, walking and public transportation.</p>	
<p><u>Resident:</u></p> <p>Please think outside the current focus on building more highways. Concentrate instead on bike paths and focus on what makes communities family centered.</p>	
<p><u>Resident:</u></p> <p>The list of constrained Regionally Significant Projects includes too many expressway projects. The Elgin O-Hare Western Access (RSP 20), I-55 (RSP 146), I-80 (RSPs 36 and 37), I-190 (RSP 32), and I-294</p>	

Comment	Staff Response
<p>(RSP s 22 and 23) projects should be eliminated. The Chicago region is too highway dependent already. The only highway projects that should remain are the I-290 lane addition and interchange projects to reduce crashes. This money can be reprogrammed to improving the alternatives to highway travel, such as Metra, CTA, and Pace service, as well as arterial road travel by funding CREATE grade separation projects. Metra service can be improved by completing CREATE projects, as well as electrifying and increasing speeds on the lines with little or no freight traffic (UP-N, MD-N, and RI). CTA service can be improved by installing reversing tracks to allow shorter runs in the busiest corridors, TSP and signal coordination to improve bus service, and making the system fully accessible by modifying or rebuilding stations as laid out in the CTA's recent accessibility program strategic plan. Pace service should be improved by increasing service to downtown in areas poorly served by Metra and between suburbs throughout the region.</p>	
<p><b>Comments on new expressways</b></p>	<p>No change.</p>
<p><u>Openlands:</u></p> <p>We commend Chicago Metropolitan Agency for Planning (CMAP) for not prioritizing the Illiana Tollway, the Route 53 Extension (Tri-County Access Project) and related proposals in its Regionally Significant Projects list and the region's Transportation Improvement Program (TIP). These projects are outdated, outmoded, and financially irresponsible.</p>	
<p><u>Resident:</u></p> <p>I support a focus improving existing development in settled areas and strongly oppose prove CT's like the extension of route 53 and Illiana highway that would open less developed areas to growth.</p>	
<p><u>Resident:</u></p> <p>No Illiana, no RT53.</p>	
<p><u>Resident:</u></p> <p>Encourages CMAP to not constrain tri-county access, and illiana.</p>	

Comment	Staff Response
<p><u>Resident:</u></p> <p>Let's move beyond the 1950s way of highway building. Let's move beyond RT53 and Illiana.</p>	
<p><u>Resident:</u></p> <p>I commend CMAP for downgrading highway projects such as the Route 53 extension in Lake County and Illiana in Will County. We must create a more sustainable and multimodal regional transportation system.</p>	
<p><u>Sierra Club:</u></p> <p>We support the downgrading of fiscally constrained highways (e.g. Route 53 extension in Lake County and Illiana in Will County) that are destructive to the environment, encourage sprawl and are a detriment to public health. Moving away from the 1950's mentality of highway building will move the region towards a modern, sustainable and multimodal transportation system and is a significant step forward.</p>	
<p><b>Standalone Regionally Significant Project comments</b></p>	
<p><u>Coalition for a Modern Metra Electric:</u></p> <p>On behalf of the Coalition for a Modern Metra Electric (CMME), thank you for considering Metra Electric improvements as part of ON TO 2050. We must correct a misconception, however: the CMME proposal does not eliminate express trains, as the ON TO 2050 draft states. CMME's proposal represents all three principles of ON TO 2050: it takes advantage of existing infrastructure; it is resilient to changes in climate, technology, and funding; and it improves mobility for low income communities and people of color. Because it takes advantage of existing infrastructure, and much of the work required needs to be done anyway as part of state of good repair maintenance, we believe it would offer one of the best cost-benefit ratios of any project in the region.</p>	<p>Removed parenthetical reference to MME in project description to avoid implying their proposal eliminates express trains.</p>
<p><u>Village of Mokena:</u></p>	<p>No change. These projects were not submitted for consideration as Regionally Significant Projects.</p>

Comment	Staff Response
<p>1. Reconfigure the interchange of I-80 at LaGrange Road to provide direct access to 187th Street in both east and west directions.</p> <p>2. Study a potential new interchange at I-80 and Schoolhouse Road. This is roughly mid-way between the LaGrange Road and US 30 interchanges. This concept is supported by both New Lenox and Mokena.</p>	
<p><u>Resident:</u></p> <p>Resident provided a map indicating a need for sound compression along I-80 and Highway 30 intersection and a sound barrier at the nearby exit between the interstate and neighboring community.</p>	<p>No change. Staff have shared this information with the appropriate implementers.</p>
<p><u>Resident:</u></p> <p>It would be nice to have more CTA-Metra connections outside of the Loop. There are several places where the two services cross paths, and where adding a Metra station and/or L station would save trips all the way into the Loop and back.</p> <ul style="list-style-type: none"> <li>-New BNSF station at Kedzie or California (possibly replacing Western Ave station) to allow transfers to the Pink Line</li> <li>-New Union Pacific North station at Irving Park or Addison to allow transfers to the Brown Line</li> <li>-New Southwest Service station at Ashland to connect to the eventual Ashland BRT</li> <li>-New Rock Island Line station at 59th Street and new Green Line station near LaSalle/59th</li> <li>-New South Shore Line station at 130th Street to connect with the new southern terminus of the Red Line</li> </ul> <p>Also, the new Green Line station at Damen/Lake is a big step forward. For the next step, consider a Green Line station at 29th Street. A new station here could help carry the South Loop/Motor Row development boom further south, given all the parking lots and open space in that area that could be developed. 29th Street itself should be made continuous all the way from this station to the Michael Reese Hospital Site.</p>	<p>No change. Most of these improvements were not proposed as Regionally Significant Projects or are not a high enough cost to meet the threshold, and therefore were not evaluated. The plan broadly supports infill stations paired with supportive land use planning, particularly in highly travelled corridors.</p>
<p><u>Resident:</u></p> <p>New lanes are definitely needed on both I 290 and I 55. The red line definitely needs to go to 130th St. along with other "L" train expansions. The rest of</p>	<p>No change. Most of these specific projects are currently supported in the Plan, as are a variety of strategies to improve transit service.</p>

Comment	Staff Response
the CTA, Metra, and PACE also needs to be upgraded.	
<b>BNSF extension to Kendall County</b>	
<u>Resident (340 web comments):</u>  Very interested in seeing a train line/Metra extension to Oswego. I travel to Aurora BNSF station or drive to Chicago when I can't find parking there. A train line extension would make me safer (less change for accidents in bumper to bumper traffic), would be more environmentally friendly (versus all of the auto emissions), would make me more productive and improve my quality of life -- work or relax on the train.	<i>Staff note: 340 residents offered web comments on the BNSF Extension, with most in support. 65 blank comments received during the campaign were also likely related to this effort. The comment to the left offers a sample of the issues covered, like an easier commute, improved local economic development, and easier access to Chicago for recreation. Concerns focused on potential tax increases required for the project. All comments are available in the appendix containing full set of public comment.</i>  Changed language to note the significant local support for the project, and emphasize the need for a feasible financial plan to construct, operate, and maintain the service.
<u>City of Yorkville:</u>  Request CMAP and Metra's support of placing the BNSF extension into the plan	
<u>Village of Oswego:</u>  Resolution in support of the BNSF extension	
<u>City of Plano:</u> Resolution in support of the BNSF extension	
<b>CrossRail</b>	
<u>Rick Harnish (ED Midwest High Speed Rail):</u>  Suggested text changes for Crossrail Chicago	Made edits to the project description to highlight the many implementers that would be included in the project, and the elements of the project that are moving forward. The project remains on the fiscally unconstrained list.
<u>Resident:</u>  Supports the continued investment in Crossrail Chicago. Would like to see a network of projects analysis instead of project by project. Combine O'Hare Express with A2 flyover, increase rapid service to the south side. Intercity travel is missed in the plan.	
<u>Resident:</u>  I strongly support further consideration for the CrossRail project proposed by Midwest High Speed Rail. Project has many benefits, including reducing traffic, freeing up airport capacity, and improving inter-city travel. I hope CMAP gives this project high priority.	
<u>Resident:</u>	



Comment	Staff Response
<p data-bbox="142 205 748 237">Include MHSRA's Crossrail Proposal in the Plan.</p> <p data-bbox="142 247 415 279"><u>Residents (405 letters)</u></p> <p data-bbox="142 321 797 506">By bringing fast and reliable service to the region via upgrading existing tracks, CrossRail Chicago would offer the biggest return on investment of any transportation project in Chicago or the Midwest. It should be included as a priority in ON TO 2050.</p> <p data-bbox="142 548 789 877">CrossRail Chicago is a collection of several projects, many of which are already on the ON TO 2050 fiscally constrained project list: upgrading A-2 Crossing, upgrades to the Metra Milwaukee District West, and improvements to Chicago Union Station. The remaining projects that would need to be prioritized are Metra Electric District improvements and upgrading the St. Charles Air Line to connect the Metra Electric to Union Station.</p>	
<p data-bbox="142 961 537 993"><b>Elgin-O'Hare Western Access</b></p> <p data-bbox="142 1003 350 1035"><u>Village of Itasca:</u></p> <p data-bbox="142 1077 797 1749">The Village and other stakeholders along the new I-390 Elgin-O'Hare Western Access [RSP 20] corridor worked diligently with IDOT and ISTHA to ensure that mobility and economic expansion would be a result of the long planning and construction efforts. The summary on p. 267 of the Draft Plan recognizes the remaining roadway and network improvements to be completed by 2025, however, a future western terminal at O'Hare Airport with direct access from I-390 is not mentioned. The proposed western terminal has always aligned with the true purpose of the EOWA corridor to promote mobility and multi-modal access to the third busiest airport in the United States. <b>The Village of Itasca strongly believes the western terminal should be identified as a future component of RSP 20, or possibly be represented as a separate RSP project, within the ON TO 2050 plan.</b></p> <p data-bbox="142 1791 797 1932">Mass transit along the I-390 corridor was also part of the long term planning efforts during the decade preceding its 2013 construction, and sufficient right of way was obtained for this purpose. The Village</p>	<p data-bbox="823 961 1495 1146">No change. The plan addresses surface transportation. While this includes discussion of transit, freight, and automotive connections to major facilities like O'Hare Airport, the plan does not make recommendations with regard to terminals and other activities on the airport.</p> <p data-bbox="823 1188 1528 1293">Similarly, no implementer submitted a transit project for the Elgin-O'Hare corridor or to O'Hare from the north or northwest suburbs.</p>

Comment	Staff Response
<p>believes that identification of mass transit along the Elgin-O'Hare Corridor should also be included within the ON TO 2050 plan, or possible represented as a separate RSP project, within the ON TO 2050 plan.</p>	
<p><u>Village of Schaumburg:</u></p> <p>The Draft Plan should include a project that would provide direct transit access to O'Hare Airport from the west and northwestern suburbs. The current transit access requires at least one, and often, multiple transfers which prevent people from taking advantage of these services.</p>	

<b>Illiana Expressway</b>	
<p><u>Openlands joint letter with 19 organizations, regarding the Illiana:</u></p> <p>The one project that deserves caution as a potential outlier on the regionally significant project list is the proposed widening of Wilmington-Peotone Road, an east-west arterial that runs south of Midewin. Any improvements, such as turn lanes, should be consistent with the surrounding agricultural and natural landscapes, preserving both the resources and sense of place of communities along the corridor. We oppose any plans to transform the Wilmington-Peotone Road into a surrogate Illiana Tollway.</p>	<p>No change. The plan retains the Illiana on the fiscally unconstrained list. The plan also constrains a number of projects designed to improve truck and auto movement in the area near the Illiana, such as new lanes on I-80 and I-55. The plan also makes near term recommendations to improve truck routing in the area, with study development already underway.</p>
<p><u>Resident:</u></p> <p>We don't need the Illiana tollway. Tollways were created to pay for the roads initially and then be done with. The tolls never go away, though. Midewin Preserve would also be in the crosshairs. A lot of people use this area for recreation and it needs to be protected.</p>	
<p><u>Resident:</u></p> <p>I feel the Illiana Tollway would destroy prime farmland, harm sensitive natural resources (Midewin and Kankakee River) and lead to urban sprawl. Instead, CMAP should reinvest in fixing and improving existing infrastructure and use tax dollars to improve public transit.</p>	
<p><u>Resident:</u></p> <p>The plan needs to add value for Wilmington-Peotone Road, particularly by making it safer. Traffic deaths are increasing and safety should be paramount. Either improve Wilmington-Peotone Road to address safety or build the Illiana to take trucks off of local roads</p>	
<p><u>Resident:</u></p> <p>Putting money into I-55 and I-80 is a good idea, peotone road widening, not so good! These roads weren't built for that much traffic. Just widening it won't make it last, starting from scratch will, but why take money away from interstates?</p>	
<p><u>Will County Center for Economic Development:</u></p>	

<p>The CED recommends both of these projects be designated constrained for both reconstruction and additional capacity.</p> <ol style="list-style-type: none"> <li>1. I-57 Reconstruction (I-94 to I-80, I-80 to Will/Kankakee border), RSP 3</li> <li>2. I-55 Stevenson/Barack Obama Presidential Expressway Reconstruction, RSP 137</li> </ol> <p>“Unconstrained Projects” the CED supports adding to the “Constrained” List</p> <ol style="list-style-type: none"> <li>1. Illiana Expressway</li> <li>2. Metra Heritage Corridor Improvements</li> <li>3. Pace Express Bus on Shoulder Expansion on all interstate corridors in Will County</li> </ol>	
<p><u>Will County Governmental League:</u></p> <p>The Illiana is a critical project for the region and should be fiscally constrained</p>	
<p><b>Tri-County Access</b></p>	<p>No change. The project is still in the early stages of the evaluation process, and remains on the fiscally unconstrained list.</p>
<p><u>Illinois Road and Transportation Builders Association:</u></p> <p>Tri-County Access should be constrained. The Report incorrectly suggests that no consensus exists for the project’s scope, design, and financing. views of ultimately opposing a solution that will improve traffic mobility are clearly a minority, as evidenced by the overwhelming support this project had in two successive non-binding referenda. Further, the IRTBA notes that the Report lists several constrained regionally significant transportation projects that require additional funding than the Report would provide. Specifically, the Report calls for only single managed lanes on I-290, I-55, and I-80. These interstates should be tolled completely in order to provide the revenues to make the level of improvements required.</p>	
<p><u>Openlands joint letter with 15 organizations, regarding Tri-County Access:</u></p> <p>We urge CMAP to omit the “Tri-County Access” projects once and for all from our regional plan and TIP and lift the specter of these projects from communities that have suffered by keeping them on record. These projects lack consensus and will continue to be lightning rods that detract from local and regional solutions that would serve rather than</p>	

<p>ruin our quality of life, and increase the economic vitality of our region.</p>	
<p><u>Resident:</u></p> <p>Include 53-120 as a priority project</p>	
<p><u>Resident:</u></p> <p>Proposed extension of rte 53 will benefit only those involved with its construction. Please address the need to upgrade existing roads and alternate means of transportation.</p>	
<p><u>Resident:</u></p> <p>East/West problem can <i>not</i> be solved with a North/South toll road. Improve 120, 37, etc. Improve train/bridges not developer pockets with our money. Lake County needs representation on the Tollway board.</p>	
<p><b>Red Line Extension</b></p>	
<p><u>Resident:</u></p> <p>Regarding the Red Line Extension:</p> <ul style="list-style-type: none"> <li>&gt; The south leg of the Extension and its 130th St station offer a poor transit benefit for a very, very high cost.</li> <li>&gt; A circulating express bus service to the 95th St L station using the Bishop Ford shoulder would better serve the neighborhood.</li> <li>&gt; A new station on the South Shore would offer much faster rush hour service to Hyde Park and the Loop than the Red Line.</li> <li>&gt; The substantial net savings by replacing the south leg &amp; station with an express bus would improve the chances of funding the project.</li> </ul>	<p>The Plan retains the Red Line Extension on the fiscally constrained list. The plan also emphasizes the need to include low income and minority residents in the planning process for RSPs. Improving these approaches and incorporating them into active RSPs is a near term implementation step.</p>
<p><u>Resident:</u></p> <p>The Red Line Extension (RSP 57) is the result of a process that failed to consider the cheaper and faster option of improving service and reducing fares on Metra Electric.</p>	
<p><u>African American Policy Institute:</u></p> <p>What does the funding for the Red Line Extension look like? What are the workforce development plans for the Red Line extension? What is the CTA for the 130<sup>th</sup> Street station? 7 story parking structure</p>	

is more for suburban commuters rather than Altgeld residents. Would like to see CMAP have more oversight over the plan for Red Line extension project.

## Appendices

### Indicator Appendix

Comment	Staff Response
<p><u>Technical change from staff:</u></p> <p>Draft plan did not include targets for the walkability or water demand indicators, but noted that these would be added for the final plan.</p>	<p>Set targets for both the walkability and water demand indicators.</p>
<p><u>Technical change from staff:</u></p> <p>Percentage of Regional Greenways and Trails Plan Completed indicator is more relevant to Mobility chapter than Environment.</p>	<p>Moved table for the Percentage of Regional Greenways and Trails Plan Completed indicator from the Environment section of the appendix to the Mobility section. It was originally categorized under Environment because that is where it was most relevant in GO TO 2040.</p>
<p><u>Resident:</u></p> <p>3) Include a performance measure for crime rates and expected changes based upon the chosen growth and development scenario of the MTP. Demonstrate that the MTP is expected to help lower crime rates and not exacerbate them. Population density and freeway traffic are associated with changes in crime rates.</p>	<p>No change. While CMAP partners with many entities who do address public safety issues, this is beyond the purview of the Plan.</p>
<p><u>Metropolitan Planning Council:</u></p> <p>Change the focus of the walkability indicator from “somewhat/moderately walkable” or higher to “highly or very highly walkable.”</p>	<p>The focus of the indicator has been changed, as staff agree with MPC that ON TO 2050 implementation should be evaluated more on the expansion of areas of high walkability than of moderate walkability.</p>
<p><u>Chicago Transit Authority:</u></p> <p>Regarding the “Number of Traffic Signals with Transit Priority and/or Queue Jumping” indicator:</p> <ul style="list-style-type: none"> <li>• Update number of existing TSP signals for Jeffery Jump from 5 to 6.</li> <li>• Modify some wording for clarity and accuracy.</li> </ul>	<p>Staff corrected the number of TSP signals for the Jeffery Jump and adjusted the indicator’s wording per CTA’s request.</p>

<p><u>Metra:</u></p> <p>Indicators Appendix - 44 Change to: “Source: CMAP analysis of 2016 NTD, using ULB of 30 years for CTA and <del>32</del> <b>30</b> years for Metra. ”</p> <p>Indicators Appendix - 46 Add the following note under the graph: “* The Federal Railroad Administration (FRA) does not allow commuter rail operators to have slow zones. Therefore, the above data does not reflect Metra’s state of good repair needs for track infrastructure.”</p> <p>Indicators Appendix - 56 Typo under Targets, second sentence: “...increases in non-SOV travel have <b>been</b>...”</p>	<p>Changed targets to align ULB with transit agency targets, 30 years for Metra, 34 CTA rail, Pace Demand response changed from 10 to 4 years, vanpool 8 to 4.</p> <p>Text changes have been made to be clear that Metra uses FRA track standards.</p> <p>Corrected typo.</p>
<p><u>Illinois Department of Transportation:</u></p> <p>As the title implies, ON TO 2050 builds on the themes laid out in the GO TO 2040 plan. While there are some chapters that reference the targets set in the 2040 plan, many of the strategies and actions in 2050 do not discuss what has happened since GO TO 2040 was approved in 2010. Data driven decision-making must include measures of accountability and transparency. Acknowledging that GO TO2040 was the first comprehensive plan for the region, it included targets for how each strategy would be measured over time. There is little discussion in ON TO 2050 as to whether or not the region is on track to meet the original targets or if the original targets need to be adjusted.</p> <p>ON TO 2050 would be strengthened by including performance measures and targets for the strategies that lend themselves to measuring. IDOT understands that recommendations that require collaboration may be difficult to track over time, but there are many strategies and actions throughout the plan that are ripe for target setting..</p>	<p>Added a “GO TO 2040 Context” paragraph for each indicator, to include some discussion of GO TO 2040 targets and implementation progress. Many indicators are either brand new or have had their methodology and/or data source modified significantly from GO TO 2040, limiting the ability to make comparisons across plans. The added paragraphs aim to clarify the relationships between the ON TO 2050 indicators/targets and their GO TO 2040 predecessors. The web version will also include stronger visible links to each indicator.</p>
<p><u>Pace:</u></p> <p>Transit State of Good Repair: What is the source for this information</p>	<p>The National Transit Database was used for all vehicle information.</p>

<p><u>Pace:</u></p> <p>Motorist delay at highway grade crossing: evaluation should include person delay as opposed to vehicle ie: one transit vehicle = multiple riders. Impacts on public transit also need to be factored. Impacts transit service, reduces on-time performance and reliability and has direct impact on ridership due to delays in schedule and service dependability.</p>	<p>No change. Limited data is available on the occupancy of vehicles at grade crossings and would be cost prohibitive to collect.</p>
<p><u>Pace:</u></p> <p>Annual unlinked transit trips: The funding issue and the need to increase investment in transit is one of the key elements to support this goal. Ridership and coverage are for the most part, diametrically opposed to each other, especially in a period of stable or declining funding. If ridership is the goal, concentrating on frequent reliable corridors on a small number of corridors will result in ridership increases. Increasing coverage and connectivity is achieved by spreading out, not concentrating those resources over a wider geo-spatial reach.</p>	<p>No change. CMAP understands that ridership and coverage are separate goals that could require different strategies from transit operators if working alone. However, CMAP also recommends strategies, such as supporting infill development that can increase the percent of the population with access, while also increasing ridership, at minimal cost to transit agencies.</p>
<p><u>Pace:</u></p> <p>Population and job transit access: include priority corridors to strategies to achieve target</p>	<p>No change. Pace Pulse corridors are regionally significant projects, which are already listed</p>
<p><u>Pace:</u></p> <p>Miles of roadway with transit preference: add a column identifying CTA or Pace projects</p>	<p>No change. Bus lanes could be used by multiple agencies</p>
<p><u>Pace:</u></p> <p>CMAP should consider including facilities (and related ULB benchmarks/performance/projections) as a category in the Transit Asset State of Good Repair section. Currently they only include buses, rail vehicles, and rail route miles. Facilities analysis would be a better example to highlight that Pace is in need of stable capital funding.</p>	<p>No change. The data for the federal facilities measure is new and not well understood. Only one data point is available, and may be based on incomplete information. As data matures and trends become apparent, facilities could be considered as an indicator for future plans. CMAP will track this data in the System Performance Report.</p>

Local Strategy Maps Appendix

<b>Comment</b>	<b>Staff Response</b>
<p><u>Metropolitan Planning Council:</u></p> <p>Add measure of tree cover, level of traffic stress, air quality, pedestrian counts, and serious crashes to the walkability measure. Consider changing the wording to “potential for walkability” because that is more accurate.</p>	<p>Tree cover and serious crashes were added to the walkability measure. Level of traffic stress data was inconsistent between counties and is not reliable enough to use as a metric. Air quality data is not available at the granular level that would be needed to measure changes. Pedestrian counts are not done in enough locations throughout the region. The phrase “potential for</p>



	walkability” has multiple interpretations, and was not used.
--	--

Project Benefits Report Appendix

Comment	Staff Response
<p><u>Resident:</u></p> <p>Use benefit-cost analysis (BCA) to supplement the framework for selecting regionally significant projects.</p> <p>The Regionally Significant Projects Benefits Report Appendix outlines three methodologies that are used for project selection.</p> <p>While all three methodologies are valid for project selection, the most crucial approach of BCA is missing. Thus, it is unknown whether the benefits are worth the costs for any of the RSPs. BCA would identify the projects with the highest net present value (NPV), i.e. those with the highest benefits for the lowest costs. Generally, a project should not be selected if the BCA is clearly not at least 1.</p>	<p>No change. Net present value of projects can be difficult to calculate consistently for a wide variety of projects. Cost/ benefit was one of several criteria used in evaluating projects. Other criteria included alignment with plan goals and financial capacity to complete the project.</p>
<p><u>Resident:</u></p> <p>Reconsider the assumption to retain the complete existing transportation system and evaluate changes to total surplus, i.e. overall wellbeing of consumers and producers, by reducing expressway capacity. Historically, a much higher NPV of the Chicago urban expressway system could have been achieved by building one-half of the network, mainly in exurban areas, while imposing a fuel surcharge to account for the aforementioned externalities and substantially reduce travel demand (Arkell, 2015). For example, a comprehensive BCA of the Eisenhower Expressway Project that accounts for social/environmental costs while imposing a \$0.50 surcharge per gallon of fuel on travel in line with more optimal pricing shows a negative NPV ranging from about (\$34-\$58) billion and a BCA ratio of well below 1 .</p>	

Public engagement Appendix

Comment	Staff Response
<u>Human and Community Development Committee:</u>	Added to the appendix.

Explicitly describe a robust community engagement process which creates community ownership of the plan through meaningful opportunities for POC and LMI residents to be fully engaged and to express an authentic voice in the development and the implementation of the plan.	
---	--

Socioeconomic Forecast Appendix

Comment	Staff Response
<p><u>Resident:</u></p> <p>CMAP population forecasts are inconsistent with current population trends, which are in decline. Encourages CMAP to revise the population forecast.</p>	<p>No change. While recent estimates from the Census Bureau indicate population loss in some portions of the region and tepid growth overall since 2010, this trend is not expected to continue. The projected increase in employment, particularly in the Health Care, Finance, and Professional/Scientific/Technical Services sectors is expected to increase throughout the forecast period; these are all considered “basic” sectors known to attract economic migrants when labor demand outpaces labor supply.</p>
<p><u>Resident:</u></p> <p>Take the region’s population loss into consideration as the plan is implemented.</p>	<p>No change. The forecast includes population and employment increases due to implementation of capital projects and plan policies.</p>
<p><u>Resident:</u></p> <p>Transparently identify alternate socioeconomic projections in more compact forms to reflect both retention of current regional shares by county and increased proportions in Cook County and Chicago to reestablish selected historic proportions.</p> <p>It is unclear from the MTP that the chosen development pattern is in the best interests of the region as it continues to exacerbate spatial mismatches of the built environment. Population/employment disbursement leads to more travel demand, energy usage, and emissions. Further, such de-densification intensifies inequities for minority and low income populations, which tend to live in more isolated communities, by regressively increasing transport challenges/costs.</p>	<p>No change. The process developed to disaggregate the regional forecast to the local level is not capable of creating scenarios that create conditions for specific political jurisdictions; it can only incorporate combinations of policy and market factors which were quantified at a sub-municipal level.</p> <p>Factors encouraging densification of existing communities include Infill Supportiveness, Transit Accessibility, and Municipal Envelope. Together these elements accounted for 71% of the factor weighting for the residential allocation. While this isn’t apparent in the county-level tables, it is borne out in summaries that reflect policy priorities. For example, 85% of population growth and 89% of employment growth are projected in this scenario to occur in places that are highly-to-partially infill-supportive.</p>

System Performance Report Appendix

Comment	Staff Response
<p><u>Pace:</u></p>	<p>Map updated to include a key or legend.</p>

Add legend to NHS map	
<p><u>Pace:</u></p> <p>Revise ULB for transit rolling stock</p>	<p>No change. This report uses the latest ULB available at time of its June 2018 release. This ULB is consistent with past information from transit agencies, federal guidance, and financial estimates from the RTA.</p>
<p><u>Pace:</u></p> <p>Non revenue vehicles and equipment: "This listing implies CTA and Metra are included"</p>	<p>No change. Yes, all three transit agencies are included in non revenue vehicle information. (CTA , Metra and Pace.)</p>
<p><u>Pace:</u></p> <p>Pace is concerned that at this high level, it is very hard to determine the Service Board, and the corresponding facility type. As presented, we couldn't reconcile this for our Senior staff so Pace can't agree with these numbers just yet because they represent an overall. Is you data source the 2016 RTA Capital Asset Condition Assessment report? If so, consider adding a foot note here.</p>	<p>No change. Federal guidance is that MPOs should set targets at the regional level rather than by transit agency. The raw data and calculations have been shared several times with the transit agencies and is available to anyone upon request. The RTA provided some supporting analysis to inform the financial plan and targets, but is not a source for any values in this report.</p>
<p><u>Resident:</u></p> <p>The 2018 System Performance Report Appendix states that CMAP has opted to support IDOT's 2018 safety targets by planning for and programming safety projects. Further, this appendix outlines how the IDOT Safety Plan and Strategic Highway Safety Plan in addition to other CMAP planning products are used to target high crash locations for mitigation via appropriate project selection. The more crucial approach to reducing accidents is reducing travel demand.</p> <p>Research documented by Litman (2018) demonstrates that the most reductions in traffic deaths and injuries that can be accomplished through system improvements have likely already occurred. Accidents also tend to increase with higher VMT and vice versa. More precisely, Litman (2018) cites studies demonstrating a statistically significant positive correlation of per capita VMT with traffic deaths. More dispersed development patterns are also documented to be associated with higher traffic death rates (Litman, 2018). Therefore,</p>	<p>No change. CMAP acknowledges that there is a short term correlation of traffic fatalities and serious injuries with VMT, however, the long term trends show a decline in road fatalities even while VMT is increasing. CMAP supports IDOT's goal of finding ways to continue to reduce fatalities and serious injuries. Improving road geometry is only one of several strategies that CMAP and IDOT propose to improve safety. Vehicle improvements, enforcement, and educations all also play a role.</p>

--end--