ON TO 2050 PUBLIC COMMENTS APPENDIX

CMAP

TABLE OF CONTENTS

Residents **1**
Non-profit, educational, and other civic organizations **97**
Government **193**
Open house comments and submissions, public hearing minutes **276**
Comments by theme **302**
CrossRail 303
Metra BNSF line extension 801
Expressway expansion 1205

Residents

From: NANCY AGIN <nancy.agin@comcast.net>
To: ONTO2050@cmap.illinois.gov
Date: August 14, 2018 at 1:07 PM
Subject: Better Roads

Our streets and roads all require improvement and in many instances being made wider. Public trans always needs help and improvements give good bang for the buck. Where I don't agree is the Active Alliance's constant demands for more bike lanes at the expense of general truck & auto traffic.

Many of us are unable to bike for one thing or require our vehicle for other purposes than simply traveling back and forth to work. On those occasions I use rapid transit but my job often requires me to travel to different locations around the Chicago area. Bikes will not work for people with those requirements or for the truck delivery, etc., personnel. To assume that the bike and more bike lanes will solve that concern are ridiculous. Bike lanes also are NOT utilized, for good reason, for several months out of a Chicago year.

Lastly. the Active Alliance comes up with all types of benefits for its members but when will it suggest a yearly fee or tax for all bikes taking advantage of our streets with their own lanes. A bike lane is a good thing but if the bike rider's to have a stake in this matter they should share the expense just as drivers' do through our gas taxes,

Nancy Agin

Oak Park, IL

Heather Alms

musiclady420@yahoo.com

I'm contacting you with regarding to our tiny town of Elwood. We have a huge organization name Northpoint who keeps trying to build a huge intermodal in Elwood. They have not filled the warehouses they have already built yet they want to build another 800-plus acre warehouse site.

Also, I would like to inform you about how our area has already been affected by the semi traffic. As a former truck driver myself, I can tell this area is quite confusing to semi drivers, the company's who employ these drivers make them work insane hours, and force them to do unsafe practices.

This leads me to my own story. One day while I was pregnant I was driving back to my house while on Laraway Road. This road use to be a cute country and now it is inundated with semi traffic. As I was driving, I notice a semi in front of me. At first I thought it was heading the same way as me. Then the sinking realization was that it was coming at me head on. At this point I'm thinking, "oh crap, what do I do?" I have to not only protect myself but my unborn child as well! I couldn't go into the left lane as there were others in that lane going 45 mph. So, I drove down into the ditch! Thank God I was in a jeep with 4 wheel drive otherwise I would not have been able to drive out. I could clearly see the man was asleep at the wheel with his obvious cruise control on. He didn't correct until another semi hit their air horn! Unfortunately, this is not an isolated incident as another pregnant mother was killed earlier this year by a semi.

My other reason for not wanting Northpoint in our area is also the loss of a wonderful stepfather who made my mom happy. He grew up in Hodgkins and died a very slow death from lung cancer. It was sad when the doctor told me that his cancer was caused by the industrialization of Hodgkins where he grew up at.

I specifically moved to the country to keep away from stuff like this. I want my daughter to enjoy the cornfields and fresh air!

When they snuck in the million square foot warehouse across Rt.53, we all ended up with double ear infections and chest infections. That warehouse was built 2.5 years ago and still stands vacant. Not to mention we get at least 3 lost semis a week driving through my neighborhood! That is pretty interesting having a truck that big pass you while you try to take your daughter for a nice walk.

While 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. Yet, over half of my family's income stream goes to some sort of tax in this state! My husband and I always wanted 2 children and we ran the numbers and can't afford it due to the high cost of living and taxes. Yet, huge companies like this can get tax breaks?

In the end, I hope my slice of paradise isn't going away. None of the residents here want this. We have vacant warehouse, crumbling infrastructure, dangerous drivers, and medical issues already and we don't need more.

Thank you for your time and consideration while reading this.

Michael Anthony

Lightning Ledge

lightningledge@live.com

Way too many trucks on the highway. I sometimes ride 394 and the road is riddled with pot-holes.

Reginald Arkell, AICP
503 S. Summit Street
Wheaton, Illinois 60187
July 30, 2018

Chicago Metropolitan Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, Illinois 60606

RE: Comments on Draft ON TO 2050 Comprehensive Regional Plan

Dear Sir/Ma'am:

Thank you for the opportunity to provide input on the draft ON TO 2050 Comprehensive Regional Plan [metropolitan transportation plan (MTP)]. My recommendations are the following:

1) Pursuant to the MTP scenario planning provision at 23 CFR 450.324(f)(4)(ii), transparently identify alternate socioeconomic population and employment 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. Use these scenarios to identify expected effects on the transportation system such as reductions in vehicle miles traveled (VMT), vehicle hours traveled (VHT), greenhouse gases (GHGs), household transportation costs, and accidents.

The ONTO 2050 Socioeconomic Forecast Appendix, Table 14 on page 43 shows projected household population changes from 2015 to 2050 in each of the region's counties, including Chicago and Suburban Cook. The document describes the complex process of allocating population and employment based upon market-based and policy-based factors. The projections represent the chosen scenario for population distribution which is critical to transport decision-making. Of note is the decision to allocate almost four percent less of the region's population to Cook County while increasing shares are to occur in all of the collar counties. In particular, there is more than doubling of the population in Kendall County while the number of persons residing in Will County is projected to increase by more than 50 percent. Employment sub-allocations are comparable.

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 contrary to the planning factors at 23 CFR 450.306(b) (Litman, 2017). Further, such dedensification intensifies inequities for minority and low income populations, which tend to live in more isolated communities, by regressively increasing transport challenges/costs as discussed on pages 41 and 214 of the draft MTP and demonstrated in research (Ewing et al., 2016).

The proposed housing policies in the MTP may address some of these concerns to an extent. However, the quantitative impact of the MTP on changes in VMT, VHT, GHGs, accidents and household transport expenditures compared to alternate scenarios is unknown.

2) 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.

Page 263 of the MTP states that the total cost of the constrained regionally significant projects (RSP's) is $72.7 billion in year of expenditure dollars including both capital and operating expenses. About 10 percent of this is for increases in highway capacity. It is unclear why the choice is made to expand the highway system when it is known that pricing reforms can negate such perceived need (Litman, 2014). 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. More optimal pricing includes tolls, weight-distance fees, emissions and parking charges, and pay as you drive insurance. Thus, an increase in auto-related travel fees from a total of about $0.15 per mile to a mid-range value of $0.525 per mile could reduce automobile travel by about 35-50 percent (Litman, 2014).

Consumers overall would be better off with such marginal pricing as they would forgo trips not worth the cost and use the funding for other goods and services that provide higher utility. Those already using personal vehicles the least would experience the largest wellbeing gains through lower contributions to general revenues previously used in part for the transport system. While CMAP may not believe these reforms are feasible, it would be helpful for the public to know the foregone gains to consumer surplus in such a scenario.

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.

As discussed by Arkell (2017), various studies demonstrate the association between population disbursement in urbanized areas and increased crime rates (per 100,000 population). Arkell (2017) used multi-variable cross-sectional linear regression to study recent data for 352 U.S. metropolitan statistical areas (MSA's) to identify relationships with both violent crime and murder rates. Ceteris paribus, the findings of this particular study show that, per annum, an increase in urbanized area daily average traffic per freeway lane mile (ADTFL) of one vehicle is associated with an increase of 0.00539 in the violent crime rate (ADTFL increase of 185 associated with increase of 1 in violent crime rate). Additionally, a decrease in MSA weighted population density [(weighted average of Census tract population density, i.e. weighted by the tract's share of the MSA population)(WPD)] of 1 is related to an increase in the murder rate of 0.0015. Thus, if the Chicago MSA WPD declines by 1,216 from 2010-2020 as it did from 2000-

2010, the predicted increase in annual homicides per 100,000 in population is about 1.8, all other factors remaining the same.

4) Use benefit-cost analysis (BCA) to supplement the framework for selecting regionally significant projects.

The Regionally Significant Projects Benefits Report Appendix outlines three methodologies that are used for project selections. The first is cost-effectiveness analysis to measure improvements in travel performance. The second is the extent undertakings address today's needs. For highways, these are bridge/pavement condition, safety, mobility/reliability (congestion/travel time index). For transit, these are asset condition, constrained capacity, reliability, and ADA improvements. The third is implementing plan priorities: support infill, improving economically disconnected neighborhoods, maximizing economic impacts from industry clustering, GHG reductions, projects with low risks, freight movement improvements, emissions reductions, percent of regional VMT associated with disadvantaged communities, minimizing development pressures in greenfields and disturbance of limited groundwater, and industrial development.

While all three of these 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. Thus, BCA would identify such underperforming projects and the extent of deadweight loss due to misallocation of resources. The BCA should include a robust quantified accounting of environmental benefits and costs including opportunity costs as outlined in recommendation number 5 below.

5) 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. Document an alternative scenario with reduced expressway capacity using benefit-cost analysis.

A retrospective BCA of the original 280-mile Chicago expressway system by Arkell (2015) found that these limited access urban highways may not have been built if decision-making had included a more robust accounting of the impacts to human health and the environment. The reason is that BCA's conducted in the 1950's and 1960's did not account for costs related to increased/induced travel, noise, emissions, parking requirements, resource consumption (fuel), health care/mortality, barrier effects, ecology, agriculture, and uncompensated moving costs for displaced residents. As outlined by Arkell (2015), a conventional BCA at the time of urban expressway development may have shown benefits exceeding costs up to three-fold while a more comprehensive accounting shows a BCA ratio of about 1.5. Both of these BCA methodologies are supportive of building the original expressway system. However, 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).

Further analysis by Arkell (2018), finds that a conventional BCA of the proposed Chicago Eisenhower Expressway Reconstruction and Expansion Project could be expected to rate well with a positive NPV of about $10-$20 billion and a BCA ratio clearly above 1. However, a more comprehensive BCA of this project that includes accounting for all of the aforementioned 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. Of note is this latter BCA included the foregone opportunity costs of converting the Eisenhower Expressway right-of-way to a linear park and urban bicycle/pedestrian facility (Arkell, 2018).

6) Transparently demonstrate in the MTP how the congestion management process was utilized, particularly through the use of transportation demand management (TDM) strategies, to lower travel demand and reduce accidents.

23 CFR 450.324(f)(6) states that the MTP shall include "consideration of the results of the congestion management process…" The MTP discusses strategies for making transit, bicycle and pedestrian modes more competitive to mitigate the demand of personal vehicle usage. This includes pricing reforms, land use policies, and managed lanes. 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 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.

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. This suggests that further enhancements targeted for locations with the highest crash rates may not have relatively comparable impacts for the funding invested as in the past. Trends in recent years show that accidents 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. Further studies cited show a statistically significant negative relationship of gasoline price increases with traffic deaths. More dispersed development patterns are also documented to be associated with higher traffic death rates (Litman, 2018). Therefore, the more crucial approach to reducing accidents is reducing travel demand.

Sincerely,

Reginald Arkell, AICP

References

Arkell, R. (2017). The Association of Segregation and Urban Form with Crime. ECO 620: Applied Econometrics I, Southern New Hampshire University. Resilient Planning. Retrieved via https://docs.wixstatic.com/ugd/6fd23c_97aef0814766450c9b11972188f6fc8e.pdf.

Arkell, R. (2015). Chicago Expressway System Benefit-Cost Analysis. Resilient Planning. Retrieved via https://docs.wixstatic.com/ugd/6fd23c_b080700e864942c08661fc4b72b14bee.pdf.

Arkell, R. (2018). Chicago Eisenhower Expressway Reconstruction and Expansion Project Benefit-Cost Analysis. ECO 675: Seminar in Environmental and Natural Resource Economics, Southern New Hampshire University. Resilient Planning. Retrieved via https://docs.wixstatic.com/ugd/6fd23c_229cb56dd5f043278767f28c9456eede.pdf.

Ewing, R., Hamidi, S., Grace, J., and Wei, Y. (2016). Does urban sprawl hold down upward mobility? *Landscape and Urban Planning, 148*, 80-88.

Litman, T. (2017). Understanding Transport Demands and Elasticities. Victoria Transport Policy Institute. Retrieved via http://www.vtpi.org/elasticities.pdf.

Litman, T. (2014). Economically Optimal Transport Prices and Markets. Victoria Transport Policy Institute. Retrieved via http://www.vtpi.org/ITED_optimal.pdf.

Litman, T. (2018). A New Traffic Safety Paradigm. Victoria Transport Policy Institute. Retrieved via http://www.vtpi.org/ntsp.pdf.

Ann Baskerville

these are my personal comments based on living near the intermodals in Joliet and Elwood

annbaskerville@gmail.com

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 have been told by teachers at Joliet Township High School and Providence Catholic High School that kids are often late due to traffic congestion in and around Joliet. 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. Especially not when the facilities generating the trucks are owned by literally some of the richest humans in the known world. We are the transportation hub of the United States. Let's commit to clean air and together, as a community, let businesses and consumers alike know that there is an environmental and human cost to 2 hour shipping. Let's demand a transition to 100% electric vehicles running on renewable energy. Let's stop buying so much single-use plastic to reduce its transportation----Thought experiment: How many semis are carrying single-use cups, spoons, water bottles? How many items in trucks will spend more time on the road than in use before getting thrown in the garbage? Please also stop using terms like "low skill job". What is a low-skill job? I would imagine moving boxes in a warehouse might be labeled low skill. However, I could not do that work. My knees couldn't take it and I fear I would never meet the quotas for packaging per hour. Labor creates all wealth. I have serious concerns about who gets to define what a low skill job is. I have worked in a variety of jobs in my life. 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 manufacturing jobs powered by 100% renewable energy. 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.

Ryan Burke

iamryanburke@gmail.com

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.

John Clinnin

Wight & Company

jclinnin@wightco.com

"Making transit more competitive" focuses on increased funding for transit and needed actions and cooperation of others. The needed changes by transit agencies are not addressed. Transit agencies can’t afford to become like the taxi industry and let the world pass them by. Emerging private sector mobility providers should not be looked at as strictly competition. Working in tandem with Uber, Lyft, and other similar offerings is a way for transit agencies to insert themselves on the primary communication channel riders are already using their smartphonesâ€”and could be a step towards re-imagining the on- and off-board customer experience. Transit must prioritize the customer experience via improved communications, safety, comfort & 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.

John Clinnin

Wight & Company

jclinnin@wightco.com

Barbara Rohde, Executive Director of Mileage Based User Fee Alliance, recently addressed the IRTBA Planning & Design Annual Conference, and stated that VMT is not ready to be implemented and probably will not be for another 10 years or so. "Pilot Project" was mentioned by Ms. Rohde numerous times during her presentation. Of course, solely raising the gas tax is not going to fix the issue. I agree that we've got to diversify our funding approach; however, before VMT may or may not be implemented, we need alternate funding sources, such as such as adding fees on EV batteries, electric vehicles & cargo loads. This will better maintain the funding level as more EV fees will replace the declining fuel tax amounts in the more immediate term.

SUBJECT: Public Comments
REFERENCE: Draft Copy of the On To 2050 Comprehensive Regional Plan, 2018 version, Chicago Metropolitan Agency for Planning (CMAP).
August 9, 2018

The Chicago Metropolitan Agency for Planning (CMAP) has come up with a draft plan, "On to 2050," addressing infrastructure and other concerns for Chicago area. I wish to comment on a number of items. I support high quality infrastructure for the Chicago area, but I diverge with CMAP on the means to get there. In the draft version, CMAP recommends a number of higher and new taxes, and I wish to express concerns with this. In general, I feel that funding for infrastructure in our area can be met through strong economic growth, and not higher taxes. Higher taxes suggested by CMAP and others are not likely to bring the revenue predicted, and will give residents and homeowners a tougher tax burden to bear, something that should be avoided.

Specifically, I wish to comment on the following CMAP proposals:

1. **Expansion of the sales tax base** (p. 182-183). This has been brought up before, and we need to show caution with this, to make assess the economic impact of these businesses, and those who use them.
2. **Local implementation of user fees, specifically, "storm water use fees."** (p. 183) 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 Greater Chicago Metropolitan Water Reclamation District (GCMWRD) supports storm water usage issues, with their various projects. The sanitary district receives financial support through property taxes already.
3. **Miles driven tax.** (p. 184-185) CMAP recommends a miles driven tax that would either replace or supplement 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.
4. **Higher motor fuel taxes.** (p. 184) CMAP supports higher 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 (for some programs), this calculation is not precise, and perhaps subject to political influence as well. Delegating tax hikes from a legislative body to a federal bureaucracy may not be constitutional.
5. **Managed lanes on expressways.** (p. 209) On to 2050 recommends "managed lanes" on expressways with "**pricing policies.**" 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.

6. **"Managing of parking."** (p. 218-219) This proposal mentions plans to limit public parking as a way to discourage driving. People, especially in most suburbs, need their cars, and such plans need to looked at carefully, such as "pricing" on-street parking.
7. **"Creating a regional revenue source."** (p. 252) This proposal seems to be oriented around a having a regional government above the county level, but below the state level. This would, with its taxes, increase the tax burden for families and residents. This sort of taxation should be opposed.

It is requested that CMAP give consideration to these comments in regards to the final document expected to come out in Fall, 2018.

Regards,

Michael E. Condon
P.O. Box 438892
Chicago, IL 60643

Kent Conness

Citizen Taxpayer

connessdg@sbcglobal.net

I applaud the attention given to farmland protection in the ON TO 2050 Draft Plan (e.g., p.163's paragraph). But I think it needs to be treated more urgently. Farmland is NOT a renewable resource; its loss - especially in northern Illinois where we have some of the most fertile farmland on the PLANET - is terrible. The population of the world continues to increase, and those folks need to be fed. This is a real problem

Julie Erbe

jeerbe@yahoo.com

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...

Illinois Department of Transportation, Hanley Building 5/9/2018
2300 S. Dirksen Parkway, Springfield, IL 62764
Randall S. Blankenhorn, IDOT Secretary of Transportation

Dear Secretary Blankenhorn:

It was good to talk with you at the Illinois Bicycle Summit on Monday. I enjoyed your speech at UIC. You called for a new vision...'revenue isn't it, better projects will sell'. Here are six exciting suggestions!

1) As you've said, it looks dark for transportation today. IDOT has 10 supporting offices. It is the 11th hour, so let's start IDOT's 11th supporting office, the Office of Bicycle and Pedestrian Project Implementation. Pull hires from within IDOT. Hire from the communities we serve. We can use the support to implement the following. See the Jane Byrne as a level of effort example for below.

2) Many people want bike and ped projects on the Regionally Significant Projects list. We can group trail projects to reach $100-200 million in cost. As a system, with gaps filled, they become regional projects. We have the data. Palatine, Effingham, Chicago, CMAP, and others group projects. Even sidewalks can be 'regionalized.' Taken as systems, done quickly, these projects have quantifiable regional impacts.

3) Cars have highways, why not an elevated highway system for bikes? Xiamen China's 'Bicycle Skyway' handles thousands of bikes with this new technology. BMW is planning them; London, Melbourne, and Europe have them. Chicago's 606-Bloomingdale Trail is wildly successful. Build 10 miles of cycle highway and the public would demand more; go for 100 miles. Say goodbye to $18 billion/year in congestion.

4) You've been quoted that only 3% of our dollars goes for new lanes and new highway projects. I've heard 10%. If we can't afford to maintain them, then why is our long-range plan stacked with them. Instead declare a bold new goal for bikes. With the power of these suggestions we can set a goal to move Illinois' bike mode share off 1%, past Chicago's 1.5%, up to Portland's 7%, and well beyond.

5) Like you've said repeatedly, transit has a big role to play! Like Boston advocates, we want a project to create an All-electric Metra system starting with the Cross Rail Chicago Plan. Diesel limitations hold transit growth in check. Dutch electric trains run 5500 frequent trips a day on 10 to 15% wind energy.

6) When we get new tolls on existing highways, we should use a percentage of that money to complete construction of bicycle and pedestrian facilities. We are a community of linked transport systems, and the "lock box" concept should not keep bikes and pedestrians out, especially given #3 and #4 above.

As you know, transportation doesn't have to be a burden. It can be fun and healthful, both recreational and utilitarian at the same time. That is what we want. We will gladly work with you to make it happen!

Thank you, Mr. Secretary.

Sincerely,

Mike Erickson, Adjunct Professor, Moraine Valley Community College, Earth and Environmental Sciences

May 7, 2018 -- IL Bike Summit Day by Cyclist, Mike Erickson

This scene captures how I saw the Jane Byrne Interchange (JBI) Highway reconstruction project on my way to the Illinois Bike Summit of 2018.

A female cyclist is aggressively riding her green bicycle past a red congested auto into the light of a new day…with an overhead elevated bicycle highway in mid-construction. Unfortunately the construction is dedicated to automobile travel on the JBI.

The JBI project is an example of the extraordinary level of effort we need in this state to create an Elevated Cycle Highway (ECH) system.

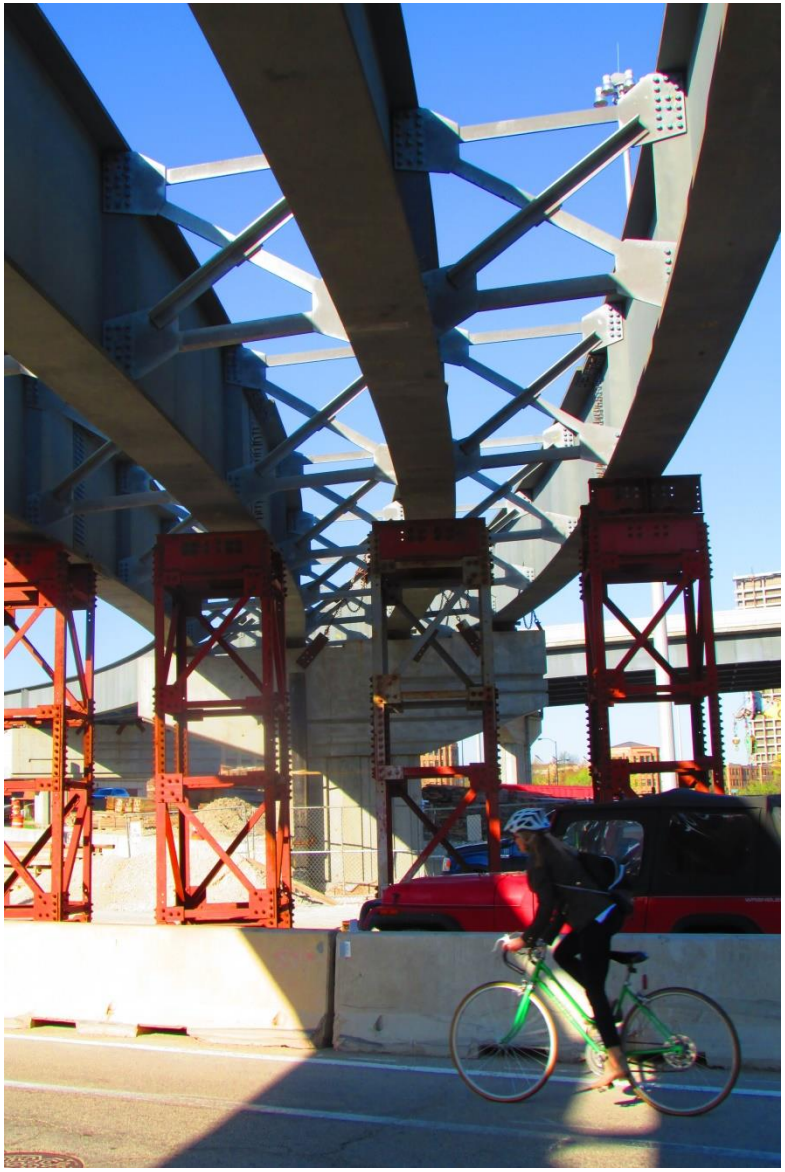
JBI project statistics: timeframe, from start to finish, is 6-years at least, estimated cost $475 million, and a cost per mile of $95 million. The ultimate result is more auto-congestion region-wide than ever before.

CMAP data on VMT and congestion after any and all add lane projects in NEIL confirms the sorry ultimate result; slight and temporary 'relief' for a few drivers…a misplaced level of effort.

Good effort, wrong project. The right project for these times is to construct an ECH system for a healthy future. The region/state must reprioritize its spending to achieve long-term objectives that reflect the new reality. The benefits of ECH far outweigh any cost scenario.

Green Bike = New Life, Red Car = Same Old Congestion

http://abc7chicago.com/traffic/whats-driving-you-crazy-jane-byrne-
http://www.cmap.illinois.gov/documents/10180/24491/ExpresswayAtlas-



Cycle Highways for Chicagoland!

See Italy, Chicago, China, London, Copenhagen, LA, and a proposed work-in-progress system in Chicagoland's region.

By Cyclist Mike Erickson, 4/29/18

*…all cost estimates are fluid.

Silvia Marchetti, CNN • Published 27th April 2018

We can augment our urban/suburban auto congested highways with elevated bicycle highways. Use existing tech in new ways and build a better world for cycling in NEIL.

Chicagoland…be inspired by Italy's new Lake Garda elevated cycle highway!

Italy: constructed project length of 87 miles for $124 million = $1.4 million/mile.

"Garda By Bike," the 2.6-meter-wide path will circle the whole lake connecting three intersecting regions -- Lombardy, Veneto and Trento.

A good investment given ~ $100m in cost; $1000m in benefits! Chicagoland will need to solve associated gentrification issues!

…bike path is being constructed 60 meters (197 feet) above the lake to complete a 140-km circle.

Chicagoland's ECH can be 17.5' high in sections, 16' wide, and opening at 15 miles, will run over 100 miles.

The €102 m ($124 m project is to open in the summer of 2018, … completed in 2021.

Chicagoland's ECH built with new modern materials. New tech construction will save m's in dollars and tons of CO2. Alt-funds will finance it.

The sleek steel and wooden route features elegant iron fences built as futuristic balconies with views of…

…could be a new view of Illinois making bicycle transportation healthy and enjoyable for all.

The good news is that the whole path won't be exclusive to cyclists but also accessible to pedestrians.

Pedestrian access is not a problem, it is a challenge, an opportunity to expand ECH services to citizens.

"We limited environmental impact by balancing, in an optimal way, design and safety needs with preserving the natural setting of the cliffs and shrubs growing on the rocks," Antonio Lotti, chief engineer at Studio Fontana & Lotti-Lorenzi, tells CNN Travel.

Only $50.2 million/mile. Is something wrong here? No, it is an investment in our health.

The Riverview Bridge will soar 18 feet above the water and cross over the North Branch from the eastern edge of Clark Park to the western side of California Park. In 2018, it'll be the longest pedestrian river bridge in the city and span a length of 1,000 feet. Chicago.

Though CDOT declined to assign a cost to the Riverview Bridge, so as not to influence contractor bids, a 2012 presentation pegged the estimated price tag at $9.5 million. The project is being funded with federal dollars. THAT IS $50.2 MILLION PER MILE in CHICAGO!

The Chinese city of Xiamen.

At 4.8 m (~16 feet) wide it has capacity for over 2000 bikes at a time, and will join up with 11 bus stations and two subway stations. As well as space to park bikes, it will also have bikes available to hire.

Designed and completed in six months, the project was the latest in a number of raised cycleways by Danish architects Dissing+Weitling.

Cost estimates are unavailable.

The 7.6-kilometre route (4.7 miles) is well used! A 10-mile route in Chicago would be 2-times this world record.

London is among cities considering elevated bike paths…unveiled plans to create a 220 km (137 miles) car-free cycle network around the city and surrounds…at up to 49 feet wide. At $10 billion for 137 miles, that's $72 million/mile; at 16 feet wide, that's $23.5 million/mile.

Over 200 entrance points would be dotted across the UK capital to provide access to ten different cycle paths. Each route yields up to 12,000 cyclists/hour and could improve journey times across the city by up to half an hour.

Copenhagen has status as a bike-friendly city, and yet it aims to build a network of 28 cycle superhighways, covering 500 km (310 miles)…will reduce public health expenses by €40.3m ($49 m) annually.

[Active Living Research says, cost-benefit analysis shows investment of $162 million in bicycling will produce health care cost savings of over $1 billion by the year 2040.]

It is not about the gondola …

Los Angeles. Aerial Rapid Transit Technologies has approached LA's Office of Extraordinary Innovation with an unsolicited proposal to build a $125 million gondola to ferry 5,000 fans an hour to and from Dodger Stadium. By 2022, ARTT wants to run gondola service high above the 110 freeway, connecting the stadium to other transit options at the city's Union Station, less than a mile away. The best part is that ARTT wants to build the whole thing for free.

It is about …a handy process for handling unconventional projects, one that's unique among government agencies: an unsolicited proposal policy. Chicago.

An unsolicited proposal process, run out of LA's Metro's Office of Extraordinary Innovation, a 10-person team within a 10,000-person agency, brings pizzazz to public transit planning.

Example Photo: proposed indoor/outdoor elevated bicycle highway (ECH). [Guard rail not shown] Here above the CTA Blue Line, running from Chicago to O'Hare Airport.

Cars have highways, and for good reason, why not elevated bicycle highways for cyclists?

It is about…offering relief to a transport network that is already at capacity, and expects $11.4 billion in total yearly costs for wasted gas and time to all Chicago-land.

Example Photo: proposed indoor/outdoor elevated bicycle highway (ECH).

[Guard rail not shown]

Part of a 100+ mile region-wide system.

Part of a solution to expand cycling.

Cost/Benefit: for $425 million spent/ECH, Chicago-land saves over $2.6 billion by 2040; not including the billions cut from our yearly $11.4 billion in auto-traffic congestion costs!

May 7, 2018 -- IL Bike Summit Day

How we saw the Jane Byrne Interchange (JBI) Highway reconstruction project…

This is an example of the extraordinary level of effort we need in this state to create an Elevated Cycle Highway (ECH) system in Chicagoland.

JBI project timeframe 6-years at least, estimated cost for now $475 million, cost per mile $95 million, ultimate result…more auto-congestion region-wide than ever before.

CMAP data on VMT and congestion after add lane projects in NEIL confirms the sorry ultimate result.

Good effort, wrong project. Build ECH for a healthy future. Reprioritize spending.

From: Mike Erickson <m2erickson@comcast.net>
Sent: Tuesday, **May 15, 2018** 6:52 AM
To: John ONeal <joneal@cmap.illinois.gov>; Elizabeth Schuh <eschuh@cmap.illinois.gov>; Martin Menninger <MMenninger@cmap.illinois.gov>
Cc: John Greenfield <jgreenfield@streetsblog.org>; melody@activetrans.org
Subject: Re: 2050 Mobility Chapter Review

Dear CMAP,
These documents are my final comments on the long-range plan in this go-round.
1.) Community design for bike and peds is not enough given the 200 some jurisdictions with a say in NEIL.
Community by community takes too long and is designed to fail if done without connective regional structures!
2.) 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.
3.) 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.

Please include the attached files...a letter to Randy Blankenhorn with 6 basic ideas, the one-page document that details
the level of effort needed for bikes and peds in NEIL, and "Heaven on Wheels."
Thanks to you all!
Mike Erickson

5/25/2018

Dear CMAP Environmental/Transportation Official:

Please put the following 2 items in your 'On to 2050' CMAP plan

(1) To save Metra, build a new All-Electric Metra. Start by extending Metra Electric service to O'Hare Airport. See the Cross Rail Chicago plan by the Midwest High Speed Rail Association. Then electrify all the Metra owned lines. Continue with the Metra lines that carry the least rail freight traffic and move up the chain.

(2) To make us healthy and happy, build the first 15 miles of an Elevated Bicycle Highway system for the region. Put a completely fun and safe facility for bikes alongside a congested freeway and watch the region respond. Then increase the ECH investment 10-fold.

The potential to reduce auto-pollution and congestion is so much greater with an elevated bicycle highway and an All-Electric Metra! Chicagoland mode share for bikes is less than 2%. Portland's mode share for bikes is over 7%. Given the logarithmic nature of highway traffic congestion a 5% reduction in cars on the highway could be worth billions in benefits, many times the costs. Chicagoland mode share for Metra is dropping when it could be increasing. Emulate Toronto and Boston and Europe!

Build the Cross Rail Chicago plan! Build Elevated Bicycle Highway system. Reap the benefits! On to 2050!

Sincerely,

Mike Erickson
Adjunct Professor
Earth and Environmental Sciences
Moraine Valley Community College

Mary Fausone

mebdoc84@gmail.com

The plan needs to make public transportation a top priority.I am opposed to extending building more highways- that willonly encourage congestion. Walkable/bikable transportation needs to beemphasized as well. Thank You !

Troy Felton

Aufootball72@sbcglobal.net

640-551-6254

If we had been financially responsible in the first place we would not be in this situation. So many people leaving this state on a daily basis as it is. More will be leaving now Iâ€™m sure. People won't be able to afford to survive and get to work. Maybe some of our state and local legislators need to take a severe pay it to help pay for these roads. If this gets voted on it may not matter for them. I'm guessing they will be voted out very quickly. Not many other states seem to be in the condition we are and do just fine. There needs a better solution. I'm sure several other people are ready to pack up and move out as well. Kendall county where I live at one point was the fastest growing county in the the US. Now people are leaving on a daily basis. This tax will cause me to decide if I pay my property tax or vehicle tax. Something has to give and maybe it is getting everyone in charge of this state out of office. Thanks for your time.

David Fiore Sr

dfiore11b@gmail.com

Rail commuter service would help relief traffic congestion and reduce pollution

Ms Beth Fischer

bethfischer320@netzero.com

I support CMAP On to 2050's regional planning draft!

Eric Fletcher

Blue collar 60k

Ewfletch@gmail.com

Who will you attract to move here? Who will you tax when we all move away?

From: John Francis <jwfrancis205@aol.com>
Sent: Wednesday, August 15, 2018 1:48 PM
To: ON TO 2050 Outreach <onto2050outreach@cmap.illinois.gov>
Subject: ON TO 2050 Draft Plan Comment

We need both new public transit and better and expanded roads. 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 the CTA, Metra, and PACE also needs to be upgraded. I know money for all of these projects will be difficult, especially with cuts from Springfield and Washington. One thing we don't need are more toll roads. Northern Illinois is one of the most tolled areas of the country. Enough already.

Christopher Gaca

cmgaca@aol.com

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.

Judith Gaca

retired

judyatthefarm@aol.com

The funding for Rt 53 should go toward improving existing roads. No representation on the Tollway board from Lake County is shameful.

Larry Garner

Political Science emeritus DePaul Univ.

lbgarns@hotmail.com

It boggles the mind to think that we can plan a coherent, systematic transformation of northeastern Illinois' infrastructure for a period that lies 32 years out. Technological innovation, demographic movements, economic and political shifts, and socio-cultural changes are far from predictable for such a period so far removed from the present.

Just think back for a moment as to how we were living in 1986 and you'll realize that many of the plans drawn up at that time for a period 32 years out would seem hopelessly outdated within a matter of 10 to 15 years. And the pace of change has only accelerated (sadly) since 1986. Your so-called "projections" of life in 2050, with or without the intervention of "the plan", are very poor social science: They simplistically extrapolate along a longitudinal line what the world will look like based on the current trends.

I can sympathize with the idea of trying to "grab hold of our destinies" rather than be buffeted about by the market place. I myself am firmly committed to the notion of socialistic planning and would welcome more public and governmental intervention to counteract the haphazard, myopic development that is the fate of a society that is largely driven by the private market.

But you only de-legitimize the intervention of planning when you propose something as grandiose as a plan for 2050. Try thinking in terms of 5 to 10 year intervals and you might be able to come up with something closer to reality.

7/10/18

Dear CMAP Members:

I am making a plea for God's Green Earth. The Illiana highway plan concentrates on vehicular traffic at the expense of beautiful countryside and personal homesteads.

We only have one Earth and we are doing a real job on our Earth with our concentration on fossil fuels. Basing progress on Fossil Fuels is a fool's errand as carbon in the atmosphere is over 400 parts per million, though 350.org tells us that 350 ppm is the maximum carbon that our atmosphere can tolerate.

Glaciers are melting. Storms are brewing voraciously. Please do not ignore all the signals Earth is sending.

Please think outside the current focus on building more highways. Concentrate instead on bike paths and focus on what makes communities family centered.

Thank you,

Janice Gintzler
jgintzler@hotmail.com

7/12/18

Dear CMAP Members:

I am making a plea for God's Green Earth. The Illiana highway plan concentrates on vehicular traffic at the expense of beautiful countryside and personal homesteads.

We only have one Earth and we are doing a real job on our Earth with our concentration on fossil fuels. Basing progress on Fossil Fuels is a fool's errand as carbon in the atmosphere is over 400 parts per million, though 350.org tells us that 350 ppm is the maximum carbon that our atmosphere can tolerate.

Glaciers are melting. Storms are brewing voraciously. Please do not ignore all the signals Earth is sending.

Please think outside the current focus on building more highways. Concentrate instead on bike paths and focus on what makes communities family centered.

Thank you,

Janice Gintzler
jgintzler@hotmail.com

Robert Green

Kendall County Resident

greensat@att.net

1) Climate Change due to man is not a real thing. Horticulturalists frequently supply their greenhouses with additional CO2 at 1100ppm to improve plant growth and production. The U.S. Navy does not concern themselves with CO2 in their submarine fleet until it exceeds 8000ppm. In fact, atmospheric CO2 was much higher in the past (7000ppm) and has been diminishing ever since. Three ice ages with much higher CO2 concentrations have occurred since that 7000ppm high. We are currently at 400ppm. At 150ppm, all plant life will begin to die out. When the plants die, everything dies! CO2 is NOT a pollutant!!! It is necessary for life to exist on this planet. Those who oppose and want to reduce CO2 merely want to control the unknowing with higher taxes and government controls and seek the destruction of life in general.

"MAN" is Mother Nature's answer to the sequestration of Carbon in the environment over the last billion years. Every crustacean in the ocean uses Carbon extracted from the atmosphere to manufacture its shell/home using calcium carbide. This is one of the reasons that atmospheric carbon has been decreasing over the millions of years. Trillions of metric tons of carbon lie at the bottom of the ocean as a result. Plant's bodies comprised of carbon eventually become coal. All this carbon is sequestered from the environment, and if it were not for MAN's need for energy, that carbon would remain trapped until every life form on this planet would become extinct. Only man has had the need and desire to extract this carbon and return it to the life cycle!

I am a CO2 advocate who believes our atmosphere should be at about 800-1200ppm! We need more carbon not less in the atmosphere. Our trees are starving!!! I assure you...life will be better with more carbon! ...NOT less!!!

2) 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!!!

3) Any expansion should be the result of good business sense! If it makes sense to expand because of profitability, then expand away! If you wish to expand failed notions that will cost tax payers more money to support something that they don't want or need but will have thrust upon them, then by all means...STOP what you're doing! We don't need that kind of expansion. Expansion that will pay for itself is fine. When you use other people's money to do something that YOU want, that's theft! ...whether legal or not!

Sincerely,

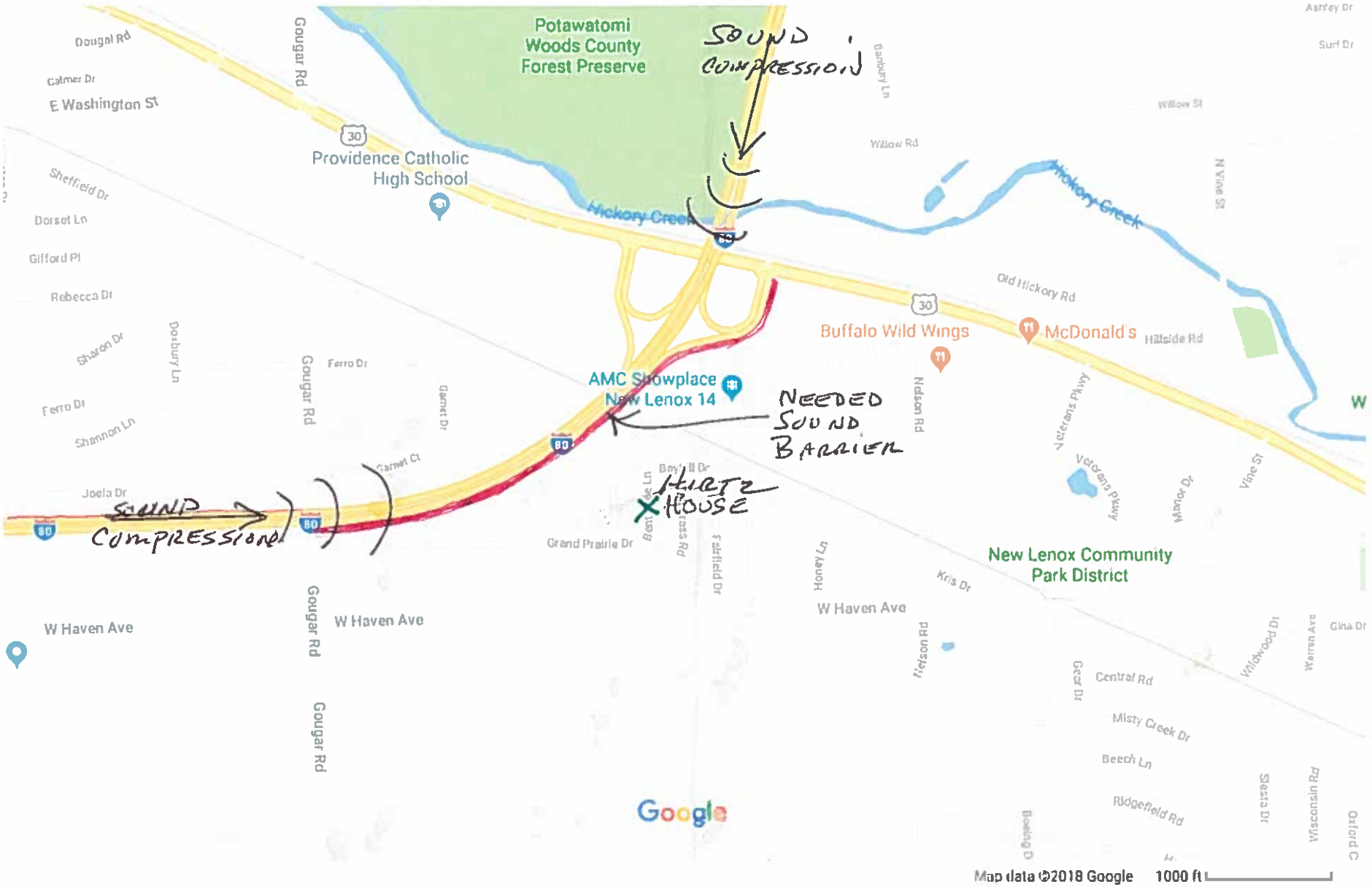
Robert J. Green

Mr. James Gully

chijim108@email.com

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.

TOM HIRTZ 174 BENT TREE LN.
NEW LENOX IL 60451
815-462-4140



- CTA purchase of Metra Electric services to South Chicago and Blue Island to restore frequent service and reduce bus operations on the South Side to improve service with lower operating costs without major capital expenditure. This would facilitate an extension north to Lawrence Avenue and west to Jefferson Park, alleviating demand on the Red Line and buses, providing more convenient service to O'Hare from the north and south, facilitating better mass access from hotels to McCormick Place, Soldier Field, and museums, and facilitate connections at Union and Ogilvie stations.
- Expand Metra North Central service to hourly daily and extend from Union Station to McCormick Place and 57th Street, Hyde Park. This would provide better convenience to O'Hare from the northern suburbs and from the Southlands. This could be expedited with existing track connections; but a new ramp for a connection at 16th Street not requiring a reversal of direction and relocation of displaced Amtrak facilities are needed. The 16th Street connection would benefit Amtrak as well and offer an alternative to connections proposed under CREATE. Extending and expanding NCS would be, at the least, an effective interim alternative to the CrossRail proposal.
- Expand and combine peak MDN and Hiawatha services, relocating the peak direction stop from Glenview to Lake-Cook, and adding stations in Gurnee and Kenosha (with Wisconsin funding). Combined peak trains would improve track utilization and increse capacity for Metra and serve latent demand for Amtrak constrained by segregated operation.
- Add a fourth track from Union Station to Tower A-5 on Metra Milwaukee District for anticipated growth of demand for service. Facilitate reliable operations at Tower A-2, UP-MD Western Avenue junction, with track realignment and solid crossings. UPW Kedzie station should be relocated to Western Avenue; and new platform(s) for MDW/NCS/MDN/ATK with less interference with equipment moving to and from California Ave Yard.
- Complete grade separations and connections at 75th Street to allow relocation SWS to LaSalle Station and expand service.
- Extend MDW service to Marengo in western McHenry County with service to the Illinois Railway Museum. This could be extended to Rockford with local support and would serve travel demand for access to northwest suburban employment and would aid state-supported services to Galena, IL and Dubuque, IA.
- Extend BNSF to Plano in Kendall County.
- Expand and extend Metra Heritage Corridor to Braidwood, in southwest Will County, serving Midewin Prairie and National Cemetery.
- Extend Metra Electric to Peotone in southeast Will County or to Kankakee with local support.

Harvey Kahler

8/14/18

Dear CMAP Decision Makers,

I totally agree with the ATA's plan to table major highway improvements for now. I sold my car over 30 years, believing, as an urban dweller, that I really didn't need one.

And so I walk and bike everywhere, including to trains and buses. At 74, I believe this choice has benefitted my own health and that of the local environment, one that already includes way too much concrete and asphalt.

Thank you for letting me express my opinion.

Carol LaChapelle
writer, teacher, and author of
Finding Your Voice, Telling Your Stories

http://forboomersandbeyonders.blogspot.com

Susan Laue

Media Masters Inc.

slaue92553@aol.com

I commend CMAP for its 2050 plan and efforts to maximize mass transit and thus transit-oriented development near train stations. We need to limit sprawl with our transportation decisions and implementation.

With climate change, we need to limit energy use and move to renewable fuels that limit carbon emissions. Biking and green space preservation are also important as we move toward 2050. I also concur with comments from the Sierra Club IL.

Brianna Long

Bnorr2210@gmail.com

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.

Tricia Maas

Triciamaas@yahoo.com

I am a resident of Elwood, IL. Adding 2000+ acres of more warehouses/distribution centers will decimate our community; especially since NorthPoint plans on developing East of 53. We already have 6,000+ acres with Centerpoint of Elwood and CenterPoint Joliet to the west of our town. My family has changed our routes so many times to get to and from grocery stores because of too many close calls with semis. I barely go to Joliet anymore, because traffic is so terribly dangerous. I have been run off the road a few times because of logistic semis driving aggressively...one time my entire family almost got push off the bridge on 55 by the arsenal exit. My five year old son was so shook up from the experience. I have also seen countless warehouse employees driving recklessly...I have witnessed a few near head on collisions. Furthermore, lost semis have been coming through our town, knocking over street sings, cable lines, and trees. I have seen them drive down residential roads several times, right where children from our subdivision walk to school and it's also the high school students bus stop. If the semi drivers are not paying attention to the signs, how do we know that they are watching out for our children? We already have a dangerous situation, let's not make it worse. Another issue due to existing truck traffic...For years my father has been stating that he wants to be laid to rest inside the Abraham Lincoln National Cemetery, but with all the lost semis coming into the cemetery, running over grave sites, my mother is telling him that he shouldn't. Can you imagine serving our country, wanting to be buried with other veterans and you might change your mind, because drivers are not paying attention to the no semi signs, weight restriction signs and no through road signs? Or how about the loved ones who lay their family members to rest just to have his or her's gravesite to be ran over? Its a disgrace that this happens and it needs to stop. NorthPoint's project would also negatively affect our farmlands. Some farms have been producing for over 100 years. This development will cause so much damage to neighboring farms. I have seen it happen to the neighboring farms of centerpoint (northpoint's development will not be any different). To conclude, our infrastructure is a disaster; it needs to be updated before any more projects are approved. Residents are crying for help and some people have even died because the cart has been put before the horse. Enough is enough. It's time to put the horses before the cart.

Alex McLeese

amcleese@gmail.com

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.

I support improved intergovernmental coordination, collection, sharing and analysis of public and private sector transportation data to ensure effective use of infrastructure dollars.

We must increase access to public transit, including for underserved communities. We should improve bus and rail service to areas such as Chicagoâ€™s South Side through projects like Active Transportation Allianceâ€™s Back on the Bus campaign, an improved Metra Electric, and an expanded CTA Red Line.

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.

David May

davemay4008@gmail.com

Regarding the Red Line Extension:

> The south leg of the Extension and its 130th St station offer a poor transit benefit for a very, very high cost.

> A circulating express bus service to the 95th St L station using the Bishop Ford shoulder would better serve the neighborhood.

> A new station on the South Shore would offer much faster rush hour service to Hyde Park and the Loop than the Red Line.

> The substantial net savings by replacing the south leg & station with an express bus would improve the chances of funding the project.

David May

davemay4008@gmail.com

The Plan should call upon NE Illinois legislators to revise the 55/45 split of IDOT spending which allocates 45% of its spending to NE Illinois. In the decades since that split was adopted, changes in population, economic activity, vehicles miles, and taxes generated indicate the State should spend at least 55% in NE Illinois, not 45%.

Jim McConachie

LDC/LMCC

jmcconachie@ldclmcc.com

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!!

Alan Medsker

alan.medsker@gmail.com

Your section on climate change mitigation and energy should more strongly acknowledge the contribution that nuclear energy makes to our clean energy mix. Renewable portfolio standards should be clean energy portfolio standards emissions that matter, NOT how much renewable energy we build. You should also encourage that all of our existing nuclear plants be kept operating, and the removable of the moratorium on building new plants. Renewable energy is intermittent, and relies on (mostly) natural gas to back it up when it cannot produce. Nuclear energy is HUGE in Illinois, and you barely give it any coverage here. 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. Thank you.

August 14, 2018

TO: Chicago Metropolitan Agency for Planning FROM: Chuck Metalitz

RE: On to 2050 Draft Plan

This memo provides comments, which I hope will be constructive, regarding the Draft.

1)The Draft fails to consider land value tax (LVT) as both a revenue source and a means of addressing fiscal, land use, economic development, and economic opportunity issues. The Appendix to this memo explains how CMAP was misinformed about the feasibility of LVT.

Main effects of LVT include:

- Because the net cost of construction becomes cheaper, additional housing (or whatever types of improvements are in demand) will be built and **occupancy costs will drop.**
- Because taxes increase on vacant or low-intensity parcels in areas suitable for higher-intensity use, they are likely to be redeveloped. This is **supportive of transit-oriented development and more compact form**, also reducing pressure to build on farmland.

LVT can be implemented to a lesser or greater extent, such as:

- Review assessments to **assure that land is never taxed at less than the legally-required amount**.
- Use County classification authority to **tax land at a higher percentage of value** than improvements.
- Use existing or new authority to **exempt improvements from the tax base** entirely.
- Use LVT as a **substitute for job-killing taxes** such as sales tax and income tax.
- Raise LVT rates to **provide additional funding** for public services and infrastructure.

Numerous sources discuss various aspects of LVT. Fred Foldvary has provided a good detailed description.[1] Mason Gaffney analyzed historical experience in several American cities.[2] Philip Bess' discussion[3] includes the importance of implementing LVT at a regional scale. Other sources regarding LVT include the Center for the Study of Economics[4] and the Lincoln Institute of Land Policy.[5]

(2)The Draft does not consider the potential for regionwide tax-base sharing, as done successfully in at least one large midwest region.[6]

(3)The Draft seeks additional tax revenues without any consideration of the effects of additional taxes on consumers and workers. If services are taxed, or income tax is increased, or other taxes are imposed, what will be the impact on the region's economy and

1 The Ultimate Tax Reform: Public Revenue from Land Rent (http://www.foldvary.net/works/policystudy.pdf)
2 New Life in Old Cities (http://economics.ucr.edu/seminars_colloquia/2008/development_applied_economics/Gaffney.pdf)
3 https://americanaffairsjournal.org/2018/02/henry-georges-land-value-tax-idea-whose-time-come/
4 https://www.urbantoolsconsult.org/
5 https://www.lincolninst.edu/key-issues/value-capture-property-tax
6 https://metrocouncil.org/About-Us/Facts/CommunitiesF/Fiscal-Disparities.aspx

people's ability to earn a living? Such analysis should also compare impacts to the option of LVT.

(4)The Draft does not consider the impending fiscal catastrophe affecting State and many local governments due mainly to inability to fund promised pensions. (Page 9 does mention "[u]ncertainties about the State's fiscal condition" but provides no constructive suggestions for addressing them.)

(5) The Draft contains considerable discussion regarding financial resources available to various kinds of local governments, but does not mention school districts. Because they collect 62% of property taxes,[7] and because perceived quality of government schools has important economic impacts,[8] **it seems bizarre that school districts aren't specifically considered.**

(6) **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.[9]

(7) 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.

– Chuck Metalitz
taxpayer@fastmail.us

7 My calculation from http://www.revenue.state.il.us/AboutIdor/TaxStats/PropertyTaxStats/2016/Y2016Tbl03.xlsx

8 *Literature Survey: The Effect of School Quality on Housing Prices* (https://sites.duke.edu/urbaneconomics/?p=712)

9 *CTA Red Line Extension Alternatives Analysis Locally Preferred Alternative Report* August 2009 page 50 (https://www.transitchicago.com/assets/1/6/Red_Line_Extension_Locally_Preferred_Alternative_Report.pdf)

APPENDIX: ERRORS AND MISUNDERSTANDINGS REGARDING LAND VALUE TAXATION IN THE CMAP REPORT "TRANSIT VALUE CAPTURE FOR THE CHICAGO REGION."

LVT is treated briefly in two places in this report.

On page 2:
Land Value Tax: This is an additional tax solely on the land value of a property, without regard to improvements on the property.

On page 20:
Land Value Tax: Illinois law does not currently allow for differential property tax rates for land and improvements. Furthermore, because of the lack of vacant, unimproved land in Cook County to provide value comparisons, land assessments vary considerably from property to property. Lack of consistency in land assessment makes creation of a land-value only tax mechanism particularly difficult, even if all statutory blocks to this method were removed.

The above statements contain a number of errors and irrelevancies:

(1) Land Value Tax (LVT) is a tax on the unimproved value of a parcel-- what it would be worth if it were vacant. It might be an additional tax, but is more typically used as an alternative to the conventional property tax, or other taxes.

(2) The Illinois Constitution (Article IX Section 4 b) *does* allow for differential rates on land and improvements in counties of 200,000 or more population. In addition, as it is common practice for jurisdictions to exempt some kinds of property from real estate taxes permanently or for limited periods, it seems that improvements could be exempted. Of course legislation might be required to do this, but many proposals in this Draft would require legislation.

(3) There is in general no lack of vacant, unimproved land in any of our counties for assessment comparables. In addition to actual vacant parcels, the price of any property sold as a teardown can be used. Furthermore, in the ordinary course of business, governments at all levels regularly buy and sell land, and these prices (which might be based on an appraisal) are an additional resource.

(4) Certainly there is a "lack of consistency" in some kinds of assessment within the region. This problem can be solved by better training and supervision of assessors and appraisers. There are no technical barriers to assessment of land values for improved parcels.[10]

10 See ""Assessment of Land Values" by Ted Gwartney, in *Rent as Public Revenue* (Robert Schalkenbach Foundation, 2018)

Shane Misztal

smisztal90@gmail.com

There's no mention of pension reform for the unsustainable bloated pensions that take a good chunk of our tax dollars.

Per the 2018 Operating Budget Document: "Illinois state employees remain the highest paid of any state when cost of living is considered. Thanks in large part to a wage freeze that resulted from the negotiations impasse between the state and AFSCME, Illinois state worker salaries were flat between 2014 and 2015. Savings were also achieved from new agreements with the 20 other unions that agreed to a four-year salary freeze. Due to these factors, Illinois dropped from third highest in average salary in 2014 to sixth-highest a year later in absolute dollars. However, as was the case last year, Illinois workers are still far higher paid than the five leading states after differences in cost of living are taken into account. When higher state salaries are coupled with Illinoisâ€™s generous pension and health insurance plans, the financial impact is magnified."

Ways to reform pension:

Ditch politician pensions.

Offer 401(k)s for new workers.

Offer optional 401(k)s to current employees.

Require all teachers to make contributions toward their own pensions.

Limit the growth of pensionable salaries.

Allow municipal bankruptcy.

Shane Misztal

smisztal90@gmail.com

For the mobility section, if you want to improve reliability you should invest in dedicated lanes for transit (bus lanes). A bus lane should be created for every single bus route, that is how you prioritize transit, you prioritize it over other vehicular modes. Transit moves a greater number of individuals then personal vehicles so that should be priority number one. If people want to get to their destination faster and the roads are congested for personal vehicles then they'd be wise to switch to transit with dedicated lanes. If they want to be stubborn and not switch let them deal with the consequences. In order for transit to be attractive to use, it must provide faster travel times than personal vehicles and be noticeably cheaper (congestion pricing).

Please note that 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 you investment. Look into video enforcement of vehicles that violate the lane exclusivity. 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.

Competition from Uber and Lyft will be less impactful if vehicles on the roadways which have a bus route pay a congestion pricing fee to use that corridor (cost). Also, less people will use these services if these vehicles are stuck sharing the road with other vehicles while the bus routes have a dedicated lane (BRT) providing a shorter travel time then 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.

Especially during peak hours HOT lanes should be implemented in 80% if not all lanes. There is no reason that people should be driving to work if they have a viable other mode of transport. If they choose to drive then they should have to pay. I heard there may be a problem for the state to convert lanes to HOT lanes due to some laws. Well don't let those laws just be in our way, changing our investment and priorities in transportation will need changes to those laws too, it's common sense. A section on changing outdated state laws that hinder this push for transit investment should be included or else we'll be doing what we're doing now and twiddling our thumbs while there is a huge disconnect from what the people want and what the agencies do.

Using funds from the transportation lock-box for transit improvements over highway improvements should be explicitly stated. Do not fall into the same situation as NYC and their subway system failures due to neglect of investment in the past. Update the gas tax to a vehicle miles tax to increase funding. With the investment of transit and improving reliability, frequency, and speed, the City should effectively raise the price of parking permits to match up supply with demand. Those increases in prices can further fund transit projects in its respective area.

Mary Moltmann

June 19, 2018

Congratulations on producing such a thorough ON TO 2050 Comprehensive Plan. I found it very educational – in the Integrated Approach to Water Resources, the Plan details strategies that I had never considered.

Many (most?) of your recommendations involve adapting to climate change or building resilience. They will be important because so much damage to the climate has already been done. But I think any plan addressing a response to climate change must deal with mitigating further damage, and one of the major strategies has to involve reducing greenhouse gas emissions, and one of the best ways to accomplish that is putting a price on carbon.

For example, on p. 108 the Plan states:

> Reducing greenhouse gas (GHG) emissions will require continued compact infill development, improved pedestrian and bicycle infrastructure, and increased investments in public transit as well as aggressive expansion in renewable energy systems, energy efficiency and retrofits, and electrification of our transportation system.

Why not add carbon pricing as a major solution to reducing GHG emissions to that section?

I am attaching the Carbon Dividends Plan o the Climate Leadership Council – they raise a number of interesting points about all that such a plan could accomplish. The Citizens' Climate Lobby has developed a similar Carbon Fee & Dividend Plan, and the Democrats have introduced The Healthy Climate and Family Security Act of 2018. It is a "cap and dividend" approach to addressing climate change that achieves aggressive greenhouse gas emissions reductions while supporting vibrant economic growth and a thriving middle class. Introduced by Senator Chris Van Hollen (D-MD) in the Senate and Representative Don Beyer (D-VA) in the House, the bill requires CO2 emissions reductions of 20% by 2020, 40% by 2030, and 80% by 2050 below 2005 levels. It caps fossil fuels, requires energy companies to purchase pollution permits at auction, and returns all the auction revenue in equal amounts to every U.S. resident with a valid Social Security number. By putting a price on carbon, the bill encourages energy conservation, energy efficiency and a shift to clean, renewable sources of energy. U.S. families will benefit both economically and environmentally from cleaner air and water and land, millions of jobs created in energy efficiency and renewable energy, and money in family bank accounts during the transition.

It is not the place of CMAP to favor a particular carbon pricing approach, but I think you should be mentioning the reduction of GHG emissions with carbon pricing at every opportunity.

Thank you.

Mary Moltmann

maryed86@sbcglobal.net 815.354.3842

Theresa Papesh

Just Say No to Northpoint

Randt1982@gmail.com

Please we can’t have anymore traffic in the Will County area. Itâ€™s devastating our farming communities.

Michael Penicnak

mikepenicnak@gmail.com

I wish to offer comment, as a private citizen, on the ON TO 2050 draft for public comment to urge CMAP to give plans to improve the Metra Electric the highest priority possible. Such improvements suggested by the plan could lay the groundwork for more ambitious plans such as the Gold Line proposal, which would give the south side of Chicago similar a density of CTA-esque rail to the north side of the City and some nearby suburbs.

Benjamin Peterson

benjamin.p.peterson@gmail.com

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.

-New BNSF station at Kedzie or California (possibly replacing Western Ave station) to allow transfers to the Pink Line

-New Union Pacific North station at Irving Park or Addison to allow transfers to the Brown Line

-New Southwest Service station at Ashland to connect to the eventual Ashland BRT

-New Rock Island Line station at 59th Street and new Green Line station near LaSalle/59th

-New South Shore Line station at 130th Street to connect with the new southern terminus of the Red Line

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.

Rudy Repa

rudyrepa@yahoo.com

Route 53 should be a top Priority and should be build as soon as possible! Yes I'm concerned about the environment but not building it is worse for everyone else here! ~Round Lake

6/25/18

2040 what about build renewable energy and national gas car

Mizael Santago

6/22/18

I am completely opposed to the creation of a Vehicle Mileage Tax proposed by the Chicago Metropolitan Agency for Planning (CMAP). This would be a total invasion of my privacy (unconstitutional). The Supreme Court just ruled against tracking a person without a warrant. I am against any tax increase in Illinois PERIOD.....

Regards,

Carroll Saxe

8/14/18

R.E. Seeger

Focus on roadway upgrades. For many that do service work or travel significant distances to work, public trans or biking does not fit the plan.

From: Paul Shindman <paulie@wedrivetech.com>
Sent: Saturday, August 18, 2018 4:25 PM
To: ON TO 2050 Outreach <onto2050outreach@cmap.illinois.gov>
Cc: Dena Bailey <dena@wedrivetech.com>
Subject: ON TO 2050 and autonomous public transit

Hi - I'm interested in knowing if the subject of autonomous public transit is being addressed in the ON TO 2050 plan.

In the draft version, there are some references to "autonomous vehicles," but not specific mention of autonomous transit buses. Given the autonomous shuttle bus pilot projects underway right now in several cities around the nation (but apparently not in Chicago), is the report taking into account the expected deployment of autonomous public transit buses starting in the 2030s?

Looking forward to hearing from you,

Paul Shindman

Research Manager
WeDrive Technology
+972-52-807-9187
paul@wedrivetech.com
https://www.wedrivetech.com/

Ms. Alexandra Sipiora

lexathegreek@yahoo.com

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

Libby Stoffel

libbystoffel@yahoo.com

I'd encourage CMAP to incorporate health into their 2050 plan. Specifically, reducing lead contamination in water, ensuring that all communities have access to quality healthcare, ensuring communities have access to healthy, nutritious foods. Healthy communities set a foundation for many of the other pillars to form. For instance, economic development is hard without healthy people who can work.

Dave Terdic

Retired

The12soft@yahoo.com

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 . If the owners of Northpoint move their families next to their proposed pollution creating development I will give it another thought but the way it stands now Say NO to north point 9

Karen Terdic

Just say NO to NorthPoint

hipmama55@yahoo.com

I live in Jackson Township/Elwood. I have had several â€œclose encounters â€œ with semiâ€™s not caring about passenger cars already. They pull out infront of us from the gas stations because they know we will stop because they are bigger than us. I have to â€œplanâ€ around truck traffic as to when I can schedule appointments in Joliet because the truck traffic is just ridiculous at certain times of the day. Come out Route 53 3144to Elwood after mid October when the truck traffic really picks up for the holidays. You donâ€™t even want to be on the road!! Route 53 by the interstate 80 ramps is always so tore up from all of the trucks, you need to see it to believe it. They want to add more disasters to our roads, someone needs to start caring about the people of this area and not about the revenue. Our roads canâ€™t handle the traffic now, what will happen to our County and the people of the County if this atmosphere continues - do you have any idea what it is like down here already? And they are talking about an additional 600 trucks per day?? What happens when this 600 becomes more and more??Who is going to be held accountable for our lives? We elect YOU, and YOU hold the position on the board because we have faith and trust that you will do what is right for the people. CenterPoint has plenty of space still available, we DO NOT need, nor do we want NorthPoint!!

Please listen to the people and your heart. Do the right thing, Say NO to NORTHPOINT !! Thank you for your time and consideration.

Karen Terdic

Say NO to NorthPoint

hipmama55@yahoo.com

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.

Have the people of NorthPoint move here along with all of their families and friends. Iâ€™ll bet none of them would expose anyone they Love to this nonsense. Letâ€™s consider what this mayhem would do to everyone that resides in the county. 194 Our roads canâ€™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 except change, it is inevitable, but this is not a GOOD change!! Our infrastructure needs to be fixed before our county can handle this kind of change. Our roads need so much work, letâ€™s figure out how to handle additional traffic before we allow all of these trucks to Rule Our Roads. Enough trucks!!! Please stop this NOW!!

Harold Thielman

hthielman@gmail.com

I do not support this issue at all. Illinois has enough taxes on the citizens here. We do not need more taxes, we need tax relief!

David Wade

Western Stoneware

dl-wade2@wiu.edu

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.

Michael Weiser
Commuter Cars Corporation
mickeysimple@comcast.net

Regarding OnTo2050 transportation technology key strategies, I advocate for the building, selling, and leasing of short narrow track vehicles to mitigate traffic congestion, clean air, and offer excellent transit desert options.

Automated and connected cars have promise, but it's also important to consider how differently designed cars can hold enormous opportunities for better transportation.

In the Region, single occupant driving commuting is very popular given the convenience, safety, and privacy it offers. However, given the design of cars, commuting is slowed to an unacceptable level because cars have side seats.

Side-seated cars are "FAT" - Failures At Traffic. It's time for "SLIM" - Skinny Lane-enabled Improving Mobility - cars.

Fortunately, twelve single-width, highway-capable, four-wheeled, standard doors, standard windows, standard windshield, tandem-seated 100% electric Tango cars have been manufactured, and a 13th is in process with what is hoped to be a 300 mile range on full charge.

These skinny Tangos have strong potential as the key element in resolving the Region's worst traffic congestion issues since they would allow commuters to drive and park much faster than is currently available without having to expand current roads and bridges.

Indeed, providing a fleet of 15,000 Tangos is much less expensive and damaging to the Region than much proposed road expansion. Given the fact that PACE already offers van service, it's easy to see how a skinny car service could be created and managed.

Think of it as highway-capable bike share, but travelling at highway speeds and protected from the road and elements.

As is stated in CMAPS "Emerging Transportation Technology Strategy Paper" page 26 of 35, "CMAP and partners with control of transportation funding can enable pilot applications of relatively unproven technology with some risk, ultimately helping the region gain its footing on evolving technologies".

Specifically, I strongly suggest the Region partner with Commuter Cars in a pilot program to test the Tango's AV abilities. One opportunity exists in the new "I-ACT" project based in Rantoul, IL. The Illinois Automated Connected Track Project is a consortium of government, academic, and original equipment manufacturers working together to test automated technology.

Thanks much for your consideration. Of course, feel free to contact me at any time to discuss further.

Michael Weiser
Commuter Cars Corporation
Buffalo Grove, IL
(773) 577-7617
www.commutercars.com

8/14/18

Subject: ON TO 2050 Draft Plan Comment

What a big endeavor! Congratulations - I am impressed, but was unable to review it all. Some comments on the water resources section in PDF notes attached. Feel free to reply if you have any questions. Patty Werner

Comments Draft ON TO 2050 Comprehensive Plan

Patricia Werner
Submitted August 14, 2018; resubmitted in Word format August 22, 2018

ENVIRONMENT

Bridging natural and built assets

Page 107
Paragraph 3
RE tax policy: Significant relative to tax policy providing adequate resources to address environmental issues is the cost for public services such as education, which makes up the most significant portion of property tax use. Such a heavy allocation to education makes it difficult to have sufficient funds for other necessary services and still keep taxes at an acceptable rate (although there is plenty of debate whether taxes are at an acceptable rate from a sustainability and diversity perspective).

Plan for climate resilience

Page 109
CMAP taking the lead on providing new regional minimum standards for stormwater management would be a positive first step. Counties and municipalities can then add more stringent standards as needed to address the problems and unique landscapes encountered locally.

Incorporate climate resilience and adaptation measures into planning and development

Page 110
While the LTA program is commendable, I suspect that the percent of regional communities that have benefited from climate change planning services is still pretty limited relative to the entire region. The region will need more than this program, especially to address climate resilience and adaptability in all of the region's underserved communities.

What does EDA stand for? I assume underserved or vulnerable communities, but missed it if it is earlier in the plan since I just began review with this section. Maybe provide a handy list of acronyms and abbreviations would be helpful?

Regional minimum standards for stormwater management would be beneficial and could be added to the list of actions. The stormwater planning could be done in conformance with the recommended standards rather than occurring in a scattershot or piecemeal approach depending on individual community consultant recommendations. The Chicago chapter of the American Society of Civil Engineers (ASCE) should also be involved in the development of minimum standards.

Page 111
Add "economical" in front of strategies in the last recommendation for this section? Making this cost-effective will be key to serving vulnerable populations.

Strengthen gray and green infrastructure to withstand climate change
Page 111
RE recommendation that State and local transportation and water infrastructure agencies update design manuals... Would be helpful to have a recommended data source(s) for this. Developing regional design standards would be most efficient rather than having multiple agencies/units of government doing this task individually. Regional standards would also have a stronger influence on laggard agencies and communities. The Chicago chapter of the American Society of Civil Engineers (ASCE) should also be involved in the development of standards.

Improve the operational response to weather events to ensure mobility
Page 112
Would be a lot more efficient to have larger areas of shared snow and ice response rather than operating separate systems by municipalities, townships, and the county in the same geography. This type of shared resource would also better equalize snow and ice removal services in underserved areas and would allow the most effective and environmentally responsible practices, equipment and materials be used consistently across the service geography. CMAP leadership or guidance would be beneficial to implementing this recommendation.

Diversify agricultural systems to promote resilience
Page 114
I think this plan also should include recommendations for developing regional food distribution systems to promote getting local food production to local markets. Municipal farmer markets are OK, but they are frequently at times or places that are not convenient for many shoppers, they service way too small of a percentage of the population, and do not adequately get healthy food to vulnerable/underserved residents. Need a better and more cost effective shared system to get the local produce into the stores that most people frequent on a regular basis.

Explore a regional climate resilience platform to coordinate initiatives and provide data and resources
Page 115 recommendations
CMAP should likely be the regional agency to take the lead on investigating and communicating the climate data and climate impacts for the Chicago region, and should consider developing Chicago area minimum standards and practices derived from the regional models for local communities to follow.

Intensify climate mitigation efforts
Page 116
Really need building retrofits to address 69% of GHG emissions for the region!

Increase low- and zero-emissions energy generation
Page 119 recommendations

Need to provide local sources and guidance to residents and businesses on how to make decisions on renewable energy investments.

Protect and enhance the integrity of aquatic systems
Page 120 end of 1st full paragraph
Add: "for North and South America" following migratory flyway.

Page 122 1st paragraph
RE regions waters assessed: Half seems high. Does that reflect all lotic and lentic waters (incl. Lake Michigan)? Half of the lotic waters (streams/rivers) doesn't seem possible considering that the first order streams have not been assessed and they make up the majority of stream miles.

Page 124 1st paragraph
RE Nutrient Loss Reduction Strategy goal: Since 2015 is past, it might be helpful to include the percent reduction achieved toward the goal of 45% by 2015.

2nd recommendation.
Should ISGS actually be ISWS?

4th recommendation
Since this is a water resource focus, a clarifier might include adding something like "as they relate to water resource benefits and management" following natural areas and green infrastructure.

RE 5th recommendation
As we are aware, watershed management planning has been primarily funded through 319 grants; therefore, watershed-based plans (WBPs) have traditionally focused on surface water issues and have excluded groundwater and water supply. Water treatment has been addressed on a limited basis due to surface water discharges of treated wastewater. Lake County has addressed flood mitigation in watershed-based plans, but this has typically not had adequate planning resources to identify adequate site-specific recommendations for flood mitigation for each flood problem area. Bottom line.... new funding sources will be needed to make water resource planning comprehensive in WBPs or in some other replacement format. I am glad this recommendation advances CMAP leadership in this endeavor. State and Federal permitting and funding could be dependent on local communities demonstrating conformance with watershed or other water resource plans?

Additional recommendations?
Stream and river bank and bed erosion is a significant water quality, flood damage, and natural resource impairment issue throughout the region. It should be called out/addressed in the water resource section and based on my knowledge of the extent of the problem in Lake County, it will require extensive commitment, coordination and collaboration to address. Based on increased

streamflows, it will be impractical to try to restore streams to their pre-development condition, but that does not preclude stabilizing the streams and rivers in a naturalized manner to accept present-day flows and support aquatic habitat to meet water quality goals while safely conveying flood flows.

A recommendation related to using best practices in snow and ice management should also be added as chloride pollution is on the rise in the metropolitan area and pollution reduction practices seem to be the only ones that work effectively. CMAP could take a leadership role in providing minimum standards related to products, application rate and procedure best practice recommendations for community, county, regional and state transportation agencies.

Incorporate water resource management into local planning
Page 125
1st recommendation
Local governments should also be required to incorporate water resource best management practices in their local operations and projects (such as road and parking lot improvements). They need to take a leadership role in implementing green infrastructure practices that provide flood reduction and water quality improvement in their projects. The former state IGIG program had potential to be a great incentive for these types of municipal and county projects - but alas it is no more....

4th recommendation
CMAP should take a leadership role in supporting and providing all local governments with best practices and minimum standards and not just try to fix the problem piecemeal with the LTA program (which is great, but not enough to cover the entire region)

Create and implement multi-objective watershed plans
Page 126
Add a recommendation?
Watershed planning committees and workgroups that are designed to implement the plans would benefit from more involvement by state and federal agency technical staff in developing best practices recommendations for addressing high priority pollutants at the watershed level. More targeted and realistic approaches by a work group would be more effective than the shotgun approach that is frequently depicted in watershed action plans (this approach has been necessary to allow for the broadest cooperation to implement the plan due to the lack of watershed level multi-stakeholder collaboration to actually implement the plans).

Pages 126-127
Might be good to note/clarify: because MWRD is a regional agency it can make improvements at a regional level. Many of the municipal and smaller wastewater agencies are constrained in participating in a watershed approach to funding the most effective solutions to address problems because of their restrictions to

spend revenues within their jurisdiction only and are not explicitly allowed to spend funds for projects outside their jurisdiction at the watershed level.

Page 127
1st recommendation
I think infiltrating rainwater into the shallow aquifer to recharge rivers and streams is a good plan, but I am not sure if this is what is intended with this recommendation? Reuse of rainwater and graywater is also a good plan, but need to consider what flow changes will be in receiving waters if wastewater treatment plants (WWTPs) flows are diverted. When wanting to allow for adequate water flow in rivers with WWTPs consider that the average daily flows for rivers like the Des Plaines may be significantly reduced without the effluent of the WWTPs since according to the State something like 75% of the normal flow is attributed to wastewater dischargers. (Based on my recollection of the IDNR Critical Trends report Upper Des Plaines River Assessment.)

Address the unique challenges of Lake Michigan and its tributaries
Page 129
RE last recommendation: Maybe separate it into 2 recommendations by separating stormwater flows and wastewater overflows since they are separate infrastructure systems and issues.
Wastewater overflow discharges are an infrastructure capacity, maintenance and planning issue for MWRD North Shore Water Reclamation District and possibly a few local wastewater dischargers.
Reducing stormwater flows to Lake Michigan with green infrastructure investments within its drainage should be a high priority focus area for SMC and community stormwater managers - and for the state and federal government from a technical support and funding aspect.

Reduce flood risk to protect people and assets
Page 130
Potential topic addition to first full paragraph, and as one or two recommendation(s) on Page 133?
Inadequate investment in maintenance of bridge and road right of ways and stormdrains by keeping them clear of accumulated debris (caused by upstream stream and riverbank erosion, leaves, trash etc); and the problem of older stormwater detention facilities not having designated, dedicated and maintained surface overflow paths are two additional causes of localized flooding that are creating significant problems. Relative to the cost of other solutions, maintenance of stormwater infrastructure, whether natural or manmade is a solution that needs a lot more attention.

Identify and communicate flooding risk
Page 133
1st paragraph

The NFIP also does not look at the true flood risk under future conditions since the floodplain studies are updated so rarely and when they are updated they only look 5 years into the future when modeling changes in hydrology (usually the floodplain study is not even completed in that 5 year period). Flood studies and floodplain mapping need to be updated similar to the methods used in Mecklenburg where current and future projected flood risk areas are mapped and regulated.

Recommendation 2
Floodplain maps are not geographically adequate and very outdated for much of Lake County and I expect for the region. I agree with this recommendation but suggest modeling future hydrology based on anticipated changes in precipitation as well as land use changes. Floodplain map updates are a good recommendation, but the first step should be that FEMA sets and follows a standard for when a watershed needs to be restudied and floodplain maps updated. The process has been costly and takes a lot of time. Maybe there are some technology improvements on the horizon that can make the process more affordable and timely.

Recommendation 3 & 5
From a real estate valuation perspective, property owners have not been happy to see their properties identified within flood risk areas, so this has been tricky. The communication aspect reflects a standard recommendation in Lake County watershed and natural hazard mitigation plans. The Community Rating System (CRS) also requires this, but I think there are not a high percentage of communities in the region that participate in the CRS because of the cost of developing and managing the program for each community. I think there is likely a way to make this concept work much more efficiently, but have not investigated it….
RE collecting flood data, a standardized system for collecting and reporting this would also be extremely helpful following flood events to determine whether a disaster declaration is warranted. Local communities will need an easy to use system and ongoing training for this to happen.

Page 134
Recommendation 2 and 5
CMAP should work with county stormwater agencies and maybe ASCE to develop regional stormwater design and installation standards that include minimum regulatory standards adopted by IDNR and FEMA and provided to counties and local governments. Communities should have the option of modifying the standards for their community as needed, but they cannot make them less effective. FEMA and IDNR should insure the minimum standards are being met through their community review systems; alternatively, CMAP could take the review on with funding support from the state and feds.

Maintain and invest in gray and green infrastructure
Recommendation 1
These priorities should be reflected in the jurisdiction's natural hazard mitigation plan.

Additional recommendation:
Local governments should take a leadership role in installing permeable parking lots and streets in areas prone to localized flooding. (Kenilworth permeable street project is a good recent example.)

Improve stormwater management in transportation projects
Page 137
5th recommendation
If the state and federal agencies would incentivize with funding or require minimum standards for green infrastructure in road and parking lot projects funded with state or federal funds, this would more likely happen in a speedier way.

Brandi Williams

Brandi053@aol.com

Moved here 12 years ago and part of what sold us was the soon to be constructed train station. Never happened. Working in the city has been a struggle to drive 16 min to closest other station and commute.

Lucia Williams

Luciabwilliams@gmail.com

I dont believe it is a good idea. Currently, the self driving cars require the back up driver to be cognizant and ready to take over at a moments notice, and the fatal accidents that have occurred with the self driving cars. Until technology is able to have reflexes that humans are required to have it's a bad idea.

Mobility ON TO 2050

Invest in safe bike and pedestrian pathways to desired destinations

page 238 Draft Plan

CMAP and partners should implement the Regional Greenways and Trails Plan.
Counties and municipalities should continue to adopt and implement Complete Street policies.
CMAP and partners should encourage local agencies to engineer and develop on-street bikeways that increase access to functional destinations.
CMAP should prioritize investment in bicycle projects that improve access to functional destinations.

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.

The 2-1/4 mile Stearns Road path is also on the 2014 DuPage County Bikeway Map, trail planning document. Except for this gap across the Brewster Creek Business Park in western Bartlett, the current Stearns Path is an asphalt path from the Fox River Trail to Lake Street with a connector link to the North Central DuPage Regional Trail at Mallard Lake.

A Lake Street path on the north side from Medinah Road to Swift Road becomes a safe alternative along the 6 lane 45mp highway that connects the Spring Creek Reservoir trail. IDOT has $6 million in its 2019-2024 District 1 Project List for Lake Street in that area pages 93-94. The Elgin O'Hare Area Bicycle and Pedestrian Plan implementation estimates a Lake Street path on page 97 at $1.4 million per mile. The plan suggests 1.3 miles, but only .6 mile is required for $840,000. The easier .6 mile does not include an I355 underpass.

The same Plan estimates the .8 mile path on Swift-Nordic Roads from Lake Street to Rohlwing Road at $500,000. While no $ estimate from Rohlwing Road to Itasca, that Itasca Bloomingdale path provides a rare safe passage over I355 and is shown as medium feasibility on the page 90 map.

The Lake Street – Itasca/Bloomingdale Path is the most direct route to O'Hare Airport in the Area Plan that safely crosses I355, and is a straight connection with the Stearns Road Path and North Central DuPage Regional Trail. It also intersects with the West Branch DuPage River trail, the future East Branch DuPage River Trail, and the Salt Creek Greenway. It visits numerous forest preserves, towns, and major employment centers. With a Western Access Bicycle facility it will serve visitors and employees and be a connection to the Blue Line.

For these reasons, this trail should become a major priority in the DuPage County DOT Long Range Transportation Plan.
Terry Witt: July 9, 2018

NORTHEASTERN ILLINOIS REGIONAL GREENWAYS AND TRAILS PLAN 2016 CMAP UPDATE

VIEW OF NORTHERN DUPAGE COUNTY

FOX RIVER TRAIL TO O'HARE AIRPORT WESTERN ACCESS FACILITY

GAPS → LAKE STREET AND ITASCA BLOOMINGDALE TRAIL

Terry Witt 7/9/18
terry@spindoctorcyclewerks.com

8/14/2018

Thank you for this comment period. I'll keep this short. All public officials and public agencies always have a fiduciary duty to use our tax money in the most efficient way possible, and always for the greater good. AND we're broke. Therefore we have no choice but to pursue the most efficient way to get more people from point A to point B. I don't understand why this is even a question. Not in the way that is the most vocal. Not in the way that has the most visibility/lobbyists. Not in the way that "prepares us" for the best [unfunded] plan later on. No. No. No.

NO NET ADDITIONAL FREEWAY OR EXPRESSWAY LANES or LAKESHORE DRIVE LANES. The facts speak for themselves. Fit more people in the same space. And MAINTAIN the space well.

It is a breach of fiduciary duty, and, honestly, embarrassing for public officials (whether they realize it or not) at the lack of capital funding for public transit in Illinois. I'm embarrassed as a voter that we have not fired (voted-out) more pubic official for their 'F' grade of service. The Boards do not make clear that they understand the LIVES that are impacted…because they don't. And its too late for so many. Lives ruined.

Just one example…the Red Line extension. Don't think that the violence in Chicago is a different problem. This IS the problem, among others. It comes from lack of agency over ones own life, which includes being able to get from point A to point B, and quickly. Not 3 transfers and 100 minutes…which then interferes with the other job that person might have, so then they can't keep both jobs, so then…trouble. Its UNFORGIVABLE at the lack of public transit in some parts of Chicago. THERE IS NO TIME for more Red Line extension studies or whatever stage that thing is at. Just get the damn thing done. Get. It. Done.

Sincerely,

Joseph Zambrano

Mike Zanillo

Citizens Climate Lobby

mike@zanillo.com

The region should strive to become 100% renewable energy sourced by 2050. As it is noted that the Clean Power Plan is stalled, the state should adopt a Carbon Fee & Dividend Policy pending federal action that should ultimately superseded state-level actions.

As always with these development guidelines, I am concerned with acceptance of new highway development as the only solution. My particular concern is with the extension of 53 in Lake County - and although I realize that at the moment it is deemed fiscally unconstrained, I am afraid that the minute the tollway announces the inevitable toll increase, 53 will spring to life again. Tollway chair Bob Schillerstrom announced at a Feb. City Club of Chicago presentation that "we're going to be building 53." 53 will have devastating consequences for the environment, for development patterns, for our way of life throughout Lake County. Please add language specifically DIScouraging new highway development. Thank you.

Susan Zingle
14880 W York House Rd
Wadsworth, IL 60083

8/16/18

We need both new public transit and better and expanded roads. 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 the CTA, Metra, and PACE also needs to be upgraded. I know money for all of these projects will be difficult, especially with cuts from Springfield and Washington. One thing we don't need are more toll roads. Northern Illinois is one of the most tolled areas of the country. Enough already.

Non-profit, educational, and other civic organizations

August 10, 2017

Access Living Comments on CMAP's ON TO 2050 Comprehensive Regional Plan

We appreciate the opportunity to provide testimony on the Comprehensive Regional Plan, ON TO 2050. Access Living is the Center for Independent Living in Chicago, and through our advocacy, we have seen big gains made for the disability community's access to transportation options throughout the City and region, as well as more modest gains in real housing choice for people with disabilities. However, much work remains in both areas to ensure that disabled Chicagoans truly have access to the same range of options in housing and transportation as anyone else.

We will divide our comments on the Plan into 3 sections: Overarching Comments, Comments on Housing in the "Community" Chapter of the Plan, and Comments on Transportation in the "Mobility" Chapter of the Plan.

We also want to take this opportunity to note the lack of disability data or solutions in the "Prosperity" chapter, which addresses workforce and economic development issues. This is critical for supporting an intersectional understanding for ON TO 2050. Since Access Living does not have the same level of expertise in workforce issues as we do in the others, we will not be offering specific comments on that part of the Plan. However, we would be remiss not to note this lack of inclusion, because the disability community is plagued by chronic unemployment, with estimates of the actual jobless rate among adults with disabilities nationwide ranging from 60 to 70 percent. Any comprehensive planning endeavor must take the untapped potential represented in our community into account.

Access Living has in a way always known the need for an intersectional understanding of the issues that affect Chicagoland. We take the term intersectionality to mean, as its originator Kimberlé Crenshaw has stated, to mean "a lens through which you can see where power comes and collides, where it interlocks and intersects."[1] Power dynamics greatly affect the quality of life of people with disabilities of all walks of life in our community, who live multiple identities every day. The disability analysis is an essential part of looking at the future through an intersectional lens.

Overarching Comments

Procedurally, we urge two big picture changes in the process for creating this Plan.

First, this Plan needs the benefit of significantly more data concerning the demographics of people with disabilities, to address an intersectional weakness in the Plan. There appears to be only one explicit reference to disability issues in the chapters of the Plan addressing "The Region

[1] https://www.law.columbia.edu/pt-br/news/2017/06/kimberle-crenshaw-intersectionality.

Today" and "Community". A lack of substantive attention to disability continues an "out of sight, out of mind" approach to public policy that often unwillingly erects or maintains barriers to full inclusion for the disability community, which makes up nearly 20% of the US population.

As an example of the kind of disability research that can be done, we offer as an appendix to these comments a series of maps by Leonor Vanik, a UIC doctoral candidate in the College of Urban Planning and Policy.[2] This kind of mapping and data collection is available to planners, and must be utilized in order to achieve a better intersectional result in planning.

Our second recommendation is to add a person who is familiar with disability issues and has planning expertise to the CMAP Board. This is key because disability considerations can arise in basically any issue or project CMAP may choose to address, and is in fact central to any discussion of planning and development that is truly inclusive and equitable. Without a disability voice, preferably one gained through lived experience, full intersectionality cannot be achieved, since the experience of disability cuts across all communities that CMAP serves, both demographic and geographic.

We believe that greater attention to the experience of people with disabilities, through data collection and analysis, and the inclusion of an individual with such a perspective on the board, will lead to improved recommendations in future planning and result in the inclusion of more projects with significant benefits for the disability community. This, in turn will lead to better outcomes for the region as a whole, because access benefits everyone, and the greater participation of disabled people in the region's economy grows the pie for everyone, so to speak.

Comments on Housing in the "Community" Chapter of the Plan

As to the specifics of the Plan, we will first briefly address housing.

On page 43 of the Plan, it is correctly noted that the aging population will continue to grow quickly in the coming years, and therefore "aging in place" options are needed. However, it is also highly likely that the population of non-elderly people with disabilities will continue to grow as medical advances lead to more people surviving traumatic injury or illness, and becoming disabled as a result. The demand for housing in the disability population will also grow as more people are transitioned from costly congregate care settings such as nursing homes into home and community-based service settings. Solutions increasing the availability and affordability of home modifications are needed to address both of these growing populations, and that is not explicitly stated in this chapter. Home modification funding programs are needed because most disabled people and seniors are on low, fixed incomes and cannot afford to pay for accessibility modifications themselves. This funding can come through direct government assistance, property tax breaks, enhanced lines of credit from lending institutions, or a combination of these and other sources. Research into best practices on home modification funding should be a priority for CMAP going forward.

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

[2] See Appendices A-T for the maps.

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.

Beyond those issues, we support the Plan's emphasis on creating more affordable housing options in more communities throughout the City and region. The demand for affordable and accessible housing far outstrips the supply. In fact, a January 2017 report from the Illinois Housing Development Authority concluded "the State needs twice as many units as it currently has to have enough physical infrastructure (typically scattered-site and apartment units) to house every eligible individual [with a disability] that is currently in need." That statement only applied to permanent supportive housing, which is only one specific housing program that only meets the needs of certain people with disabilities, namely those also dealing with chronic homelessness and/or mental illness. On a national scale, there is an ongoing crisis in housing for people with disabilities, as outlined in the latest edition of the report *Priced Out* by the Technical Assistance Collaborative.[3]

Additionally, here at Access Living we helped 159 people with disabilities find housing that met their needs in the community over the past year; however, we receive hundreds of requests for housing help every month. The creation of affordable, accessible, and integrated housing options will only serve to more fully include people with disabilities in the communities of their choice. Housing stability is key to improving outcomes in health, educational attainment, community involvement and/or employment, all of which lower the high costs of serving the disability community in restrictive congregate care settings; settings that violate the civil rights of people with disabilities in the first place.

Comments on Transportation in the "Mobility" Chapter of the Plan

We have significant concerns about the Plan's emphasis on multimodal transportation systems, as outlined on Pages 200-201. 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. To address that problem, 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. For example, the Regional Transportation Authority (RTA) and its associated service boards – the Chicago Transit Authority (CTA), Metra commuter rail, and Pace suburban bus – should not partner with a rideshare company to offer first and last mile transportation unless that rideshare company is itself fully accessible. Also, full accessibility must be guaranteed at any multimodal transit hubs where connections are made between modes of travel, such as rail stations and "park and ride" locations for express buses. This includes ensuring a barrier-free path of travel from one mode to the next.

Similarly, we support the call for data sharing across all transportation providers on pages 205-206, but urge that the data shared include issues related to accessibility, such as the number of rides given in wheelchair accessible vehicles. Data points like this are often treated as a trade

[3] See http://www.tacinc.org/media/59493/priced-out-in-2016.pdf

secret for non-public entities such as rideshare companies and other transportation network providers. Truly comprehensive planning is impossible without this information, however.

We also ask for a greater level of 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 toward full 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. Chicago has a tremendous opportunity to be the first major city with a legacy rail system to make that system fully vertically accessible, and CMAP's leadership and guidance can help make that a reality.

Finally, the area's paratransit system is significantly failing to meet its service obligations, as outlined in our report *Transportation Delayed is Transportation Denied: On-time Performance in Pace's City of Chicago Paratransit Service.*[4] Pace's ADA paratransit fleet and its dispatch system must be brought up to the 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. There is nothing close to parity between the experience of paratransit users and those using fixed-route transit options. While such parity isn't specifically required by the ADA, it absolutely should be a goal for Pace to operate a demand-responsive, efficient system.

To that end and as a basic starting point, Pace needs funding to replace its existing scheduling software and to link the GPS systems already in its vehicles 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, especially for non-disabled users. We note that the Plan's reference to paratransit being an "on-demand" service on page 220 is incorrect. Paratransit rides must be scheduled at least 24 hours in advance in Pace's system, which in no way can be reasonably considered as on-demand.

Conclusion

Again, Access Living appreciates the opportunity to provide these comments. We look forward to developing a more productive working relationship with CMAP going forward, and are pleased that a previous version of these comments were positively received as oral testimony at CMAP's July 25 open house. Any meaningful engagement between the disability community and the planning community only benefits both, and we hope that our feedback here opens a new chapter in our organizations' relationship.

Any follow up questions or dialogue should be directed to Adam Ballard at aballard@accessliving.org or (312) 640-2195.

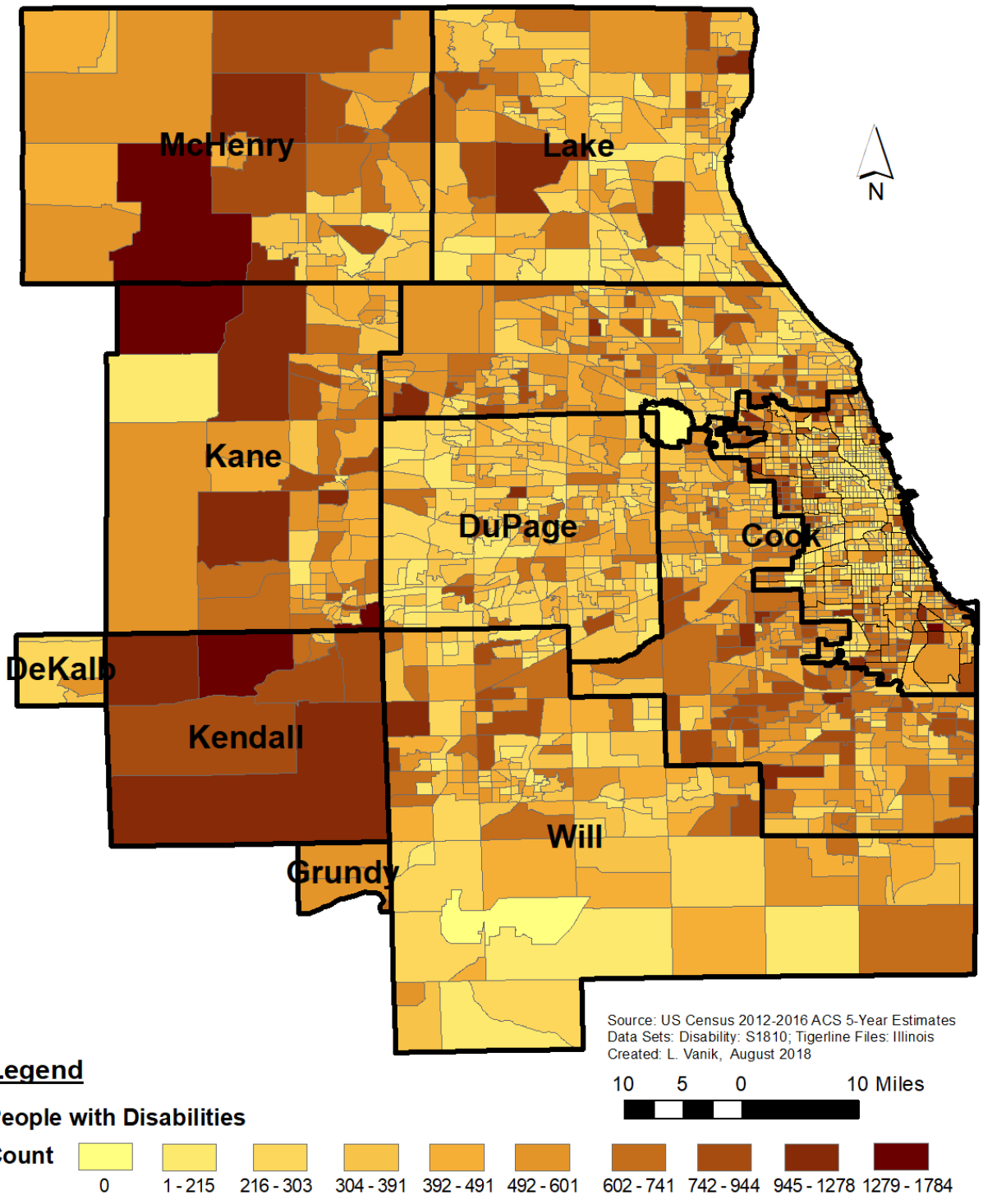
Appendices A-T

The maps on the following pages were made available to us by Leonor Vanik, a UIC doctoral candidate in the College of Urban Planning and Policy. We urge that CMAP staff review these maps to consider where people with varying disabilities live and how that intersects with the ON TO 2050 Comprehensive Regional Plan. Any urban planning approach should be intersectional, and that includes the lived experience of people with different kinds of disabilities.

[4] See https://www.accessliving.org/index.php?download=1710SNcfl192

People with Disabilities

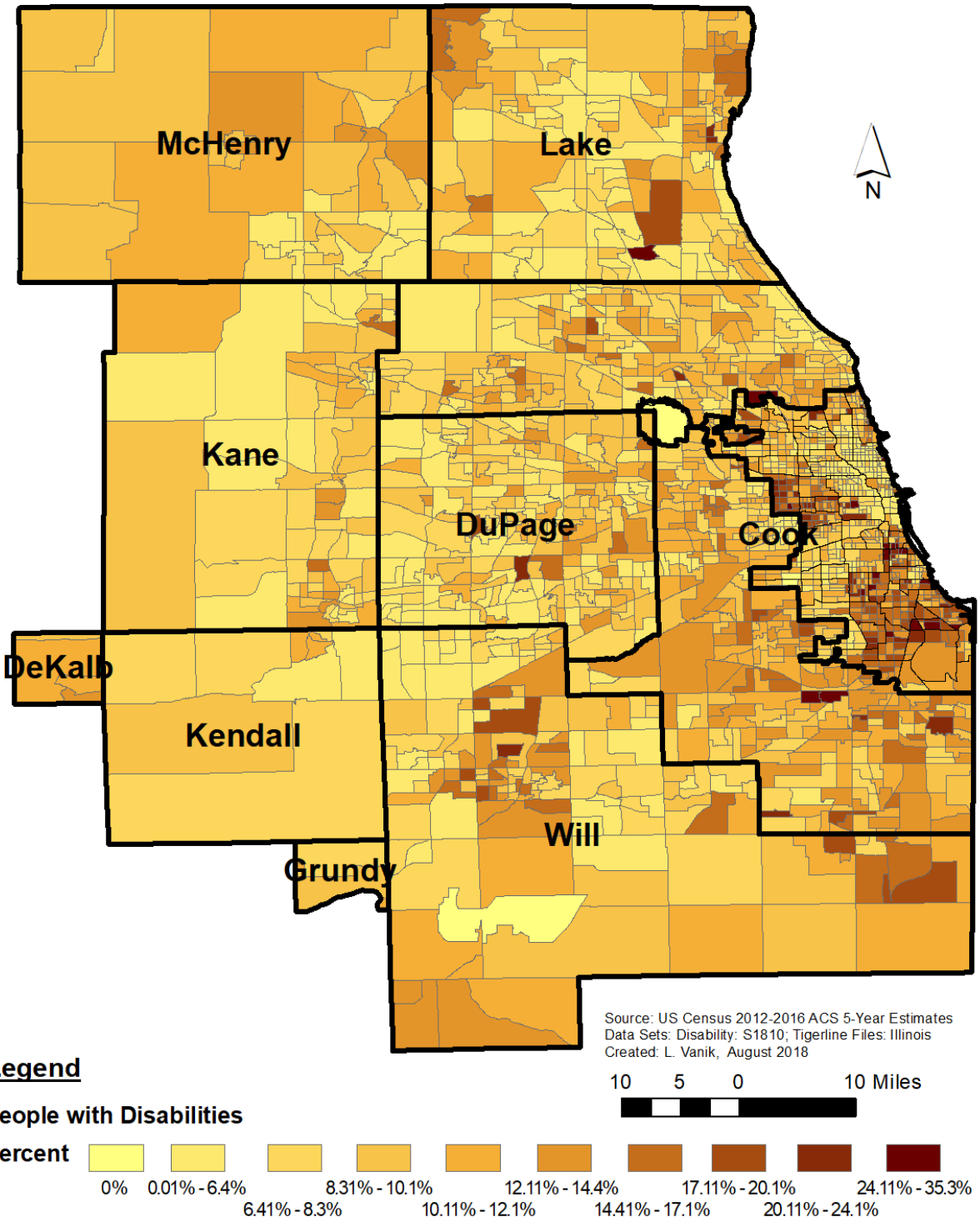
CMAP Service Area



Appendix B

People with Disabilities

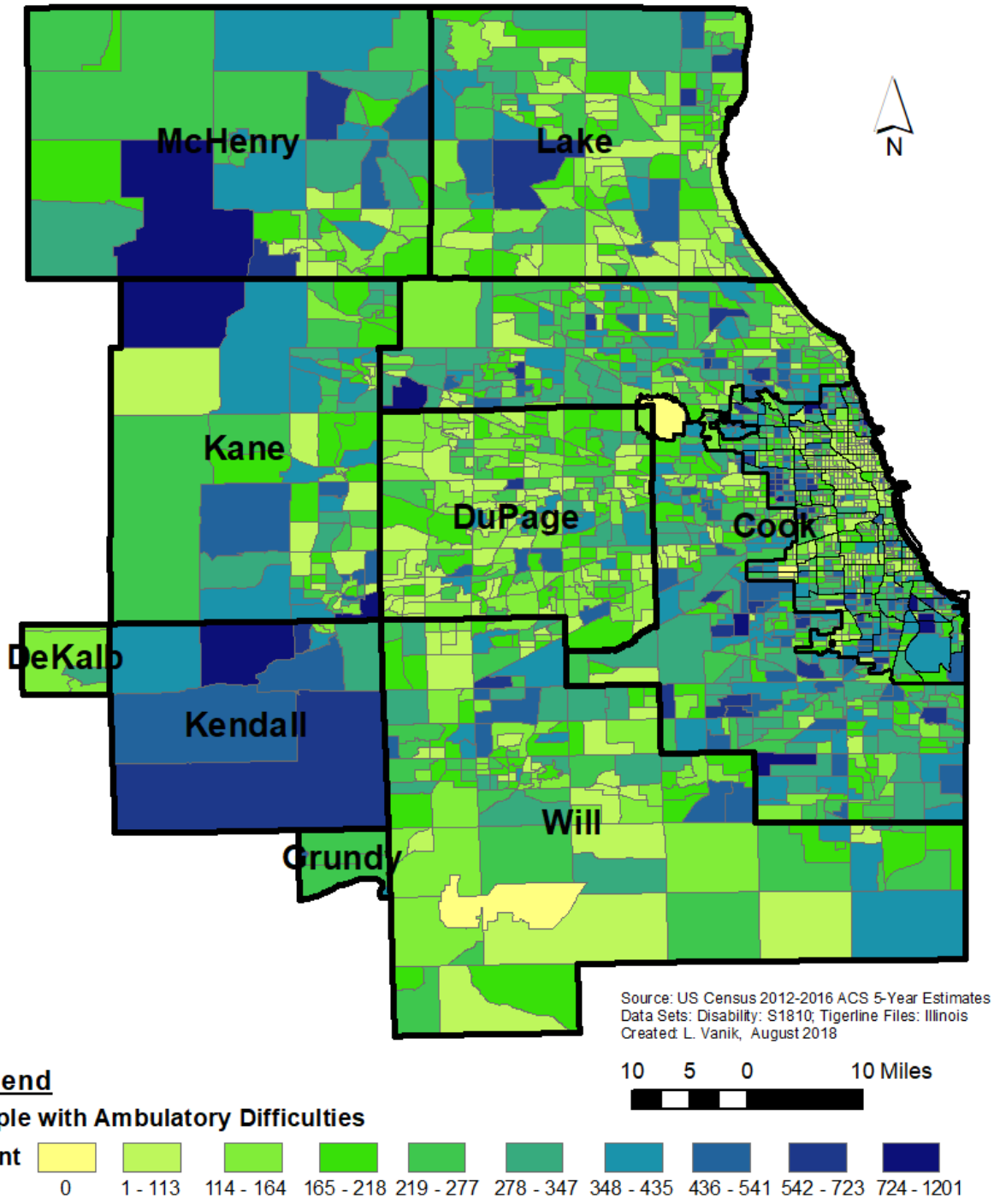
CMAP Service Area



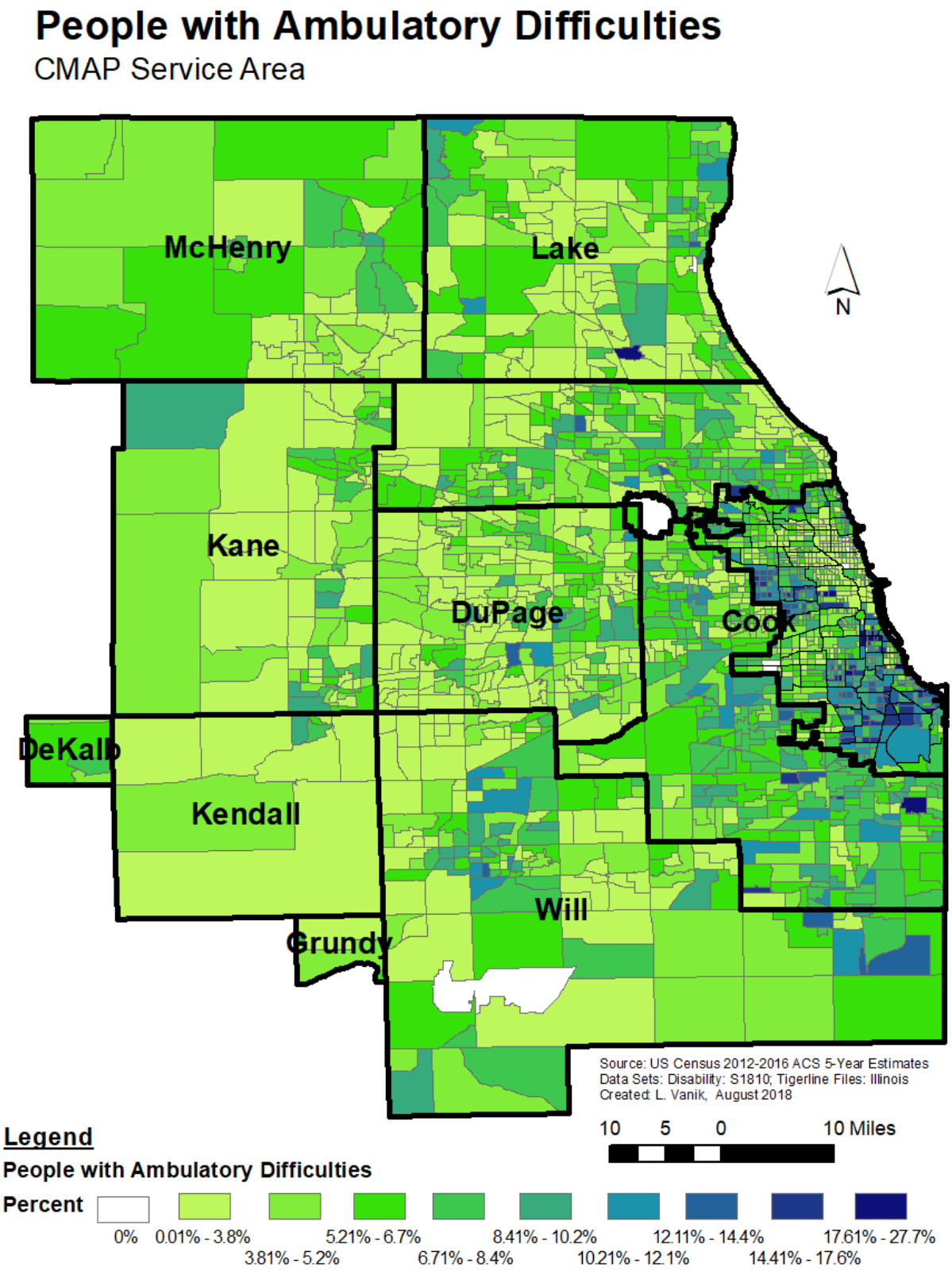
Appendix C

People with Ambulatory Difficulties

CMAP Service Area

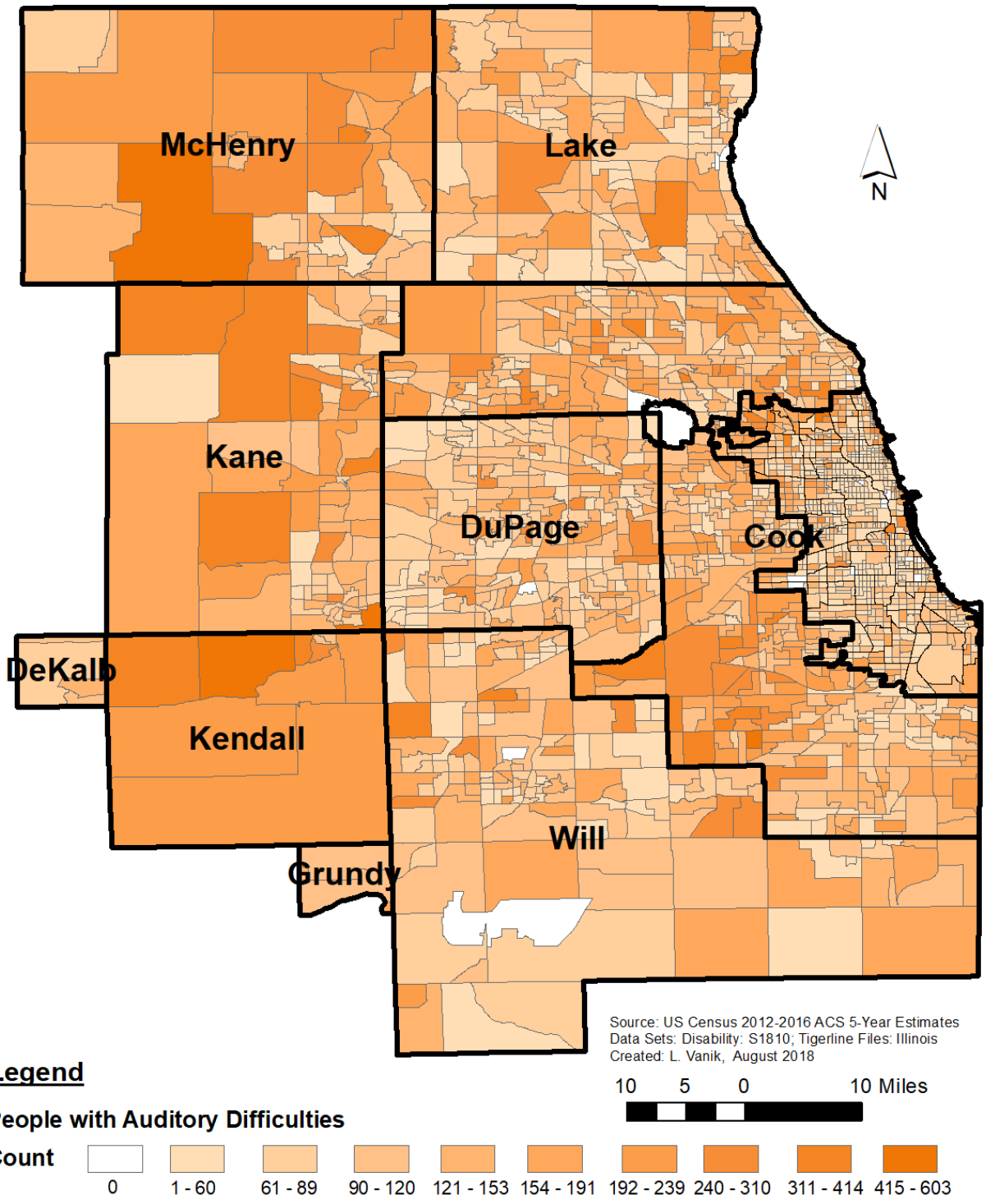


Appendix D


People with Ambulatory Difficulties
CMAP Service Area
McHenry
Lake
Kane
DuPage
Cook
DeKalb
Kendall
Will
Grundy
N
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018
10 5 0 10 Miles
Legend
People with Ambulatory Difficulties
Percent
0%
0.01% - 3.8%
3.81% - 5.2%
5.21% - 6.7%
6.71% - 8.4%
8.41% - 10.2%
10.21% - 12.1%
12.11% - 14.4%
14.41% - 17.6%
17.61% - 27.7%

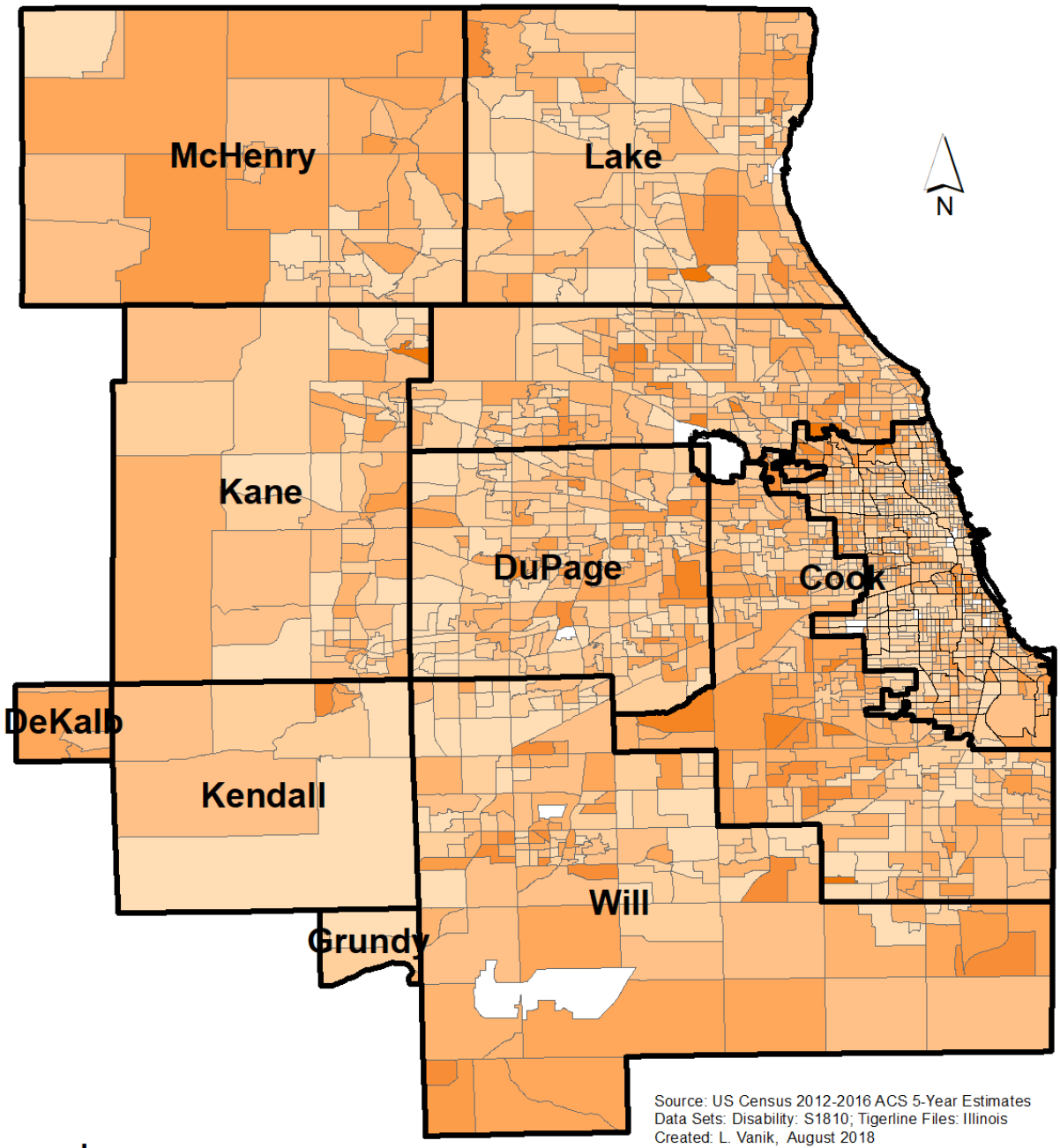
People with Auditory Difficulties

CMAP Service Area

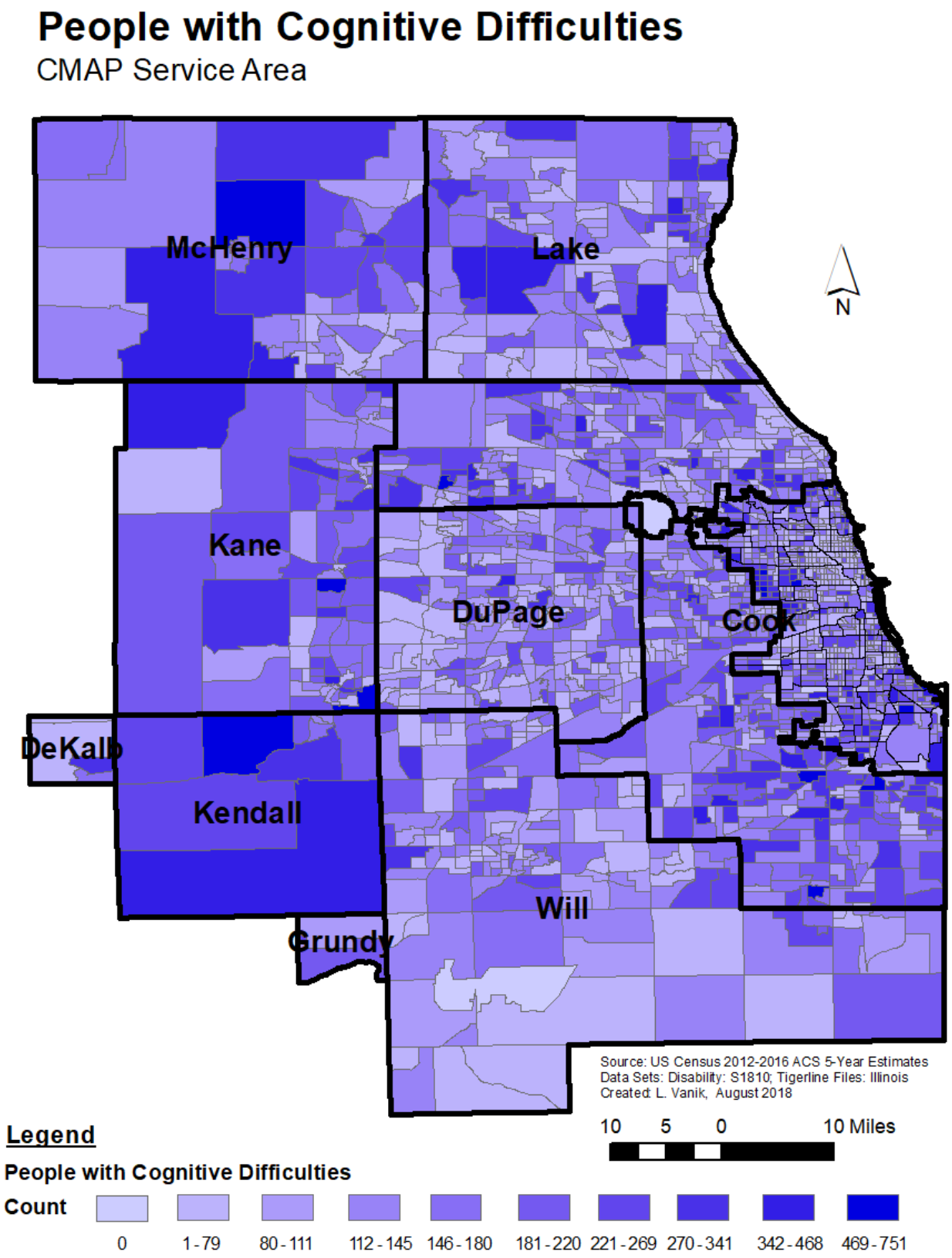


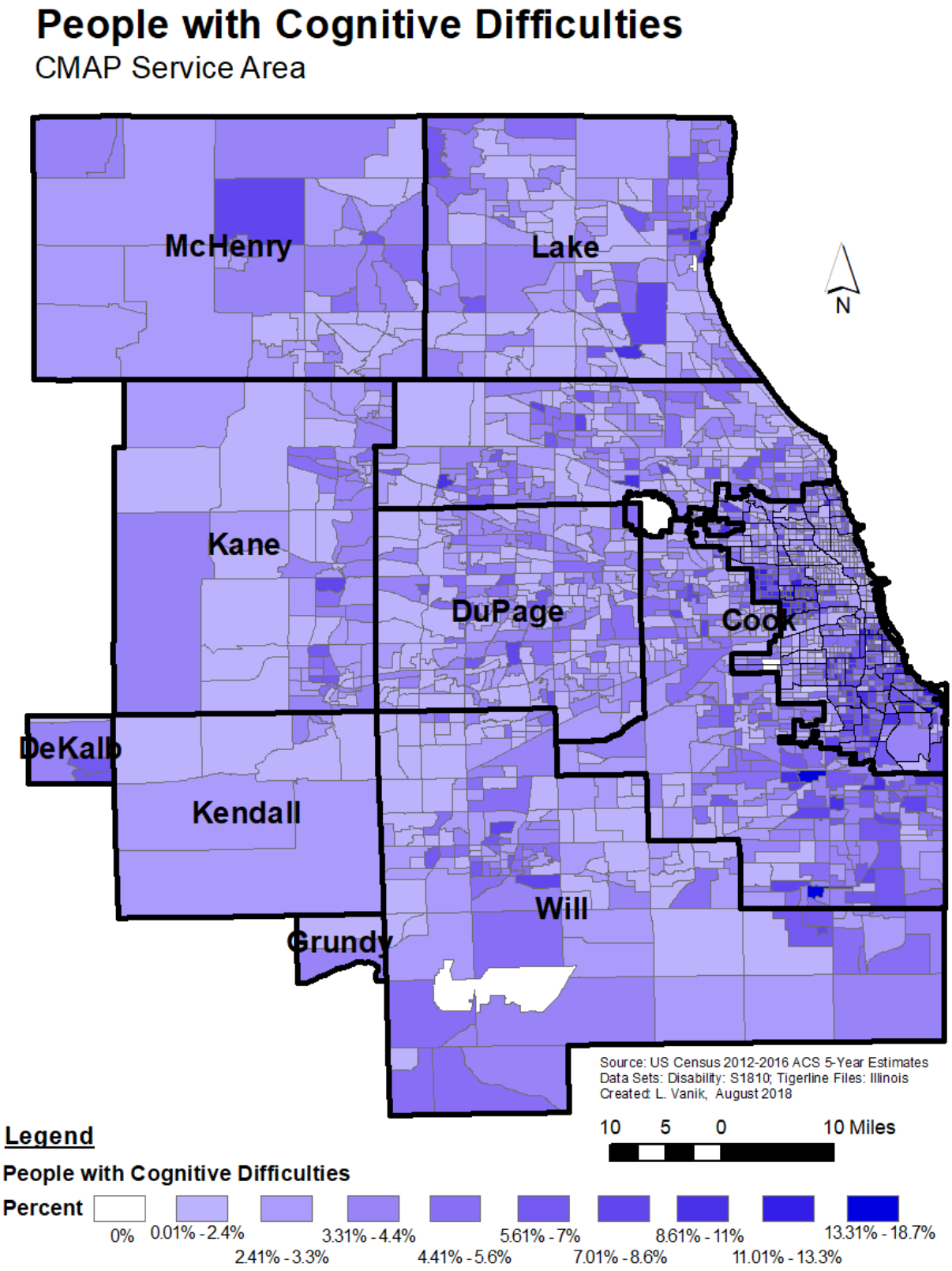
People with Auditory Difficulties

CMAP Service Area

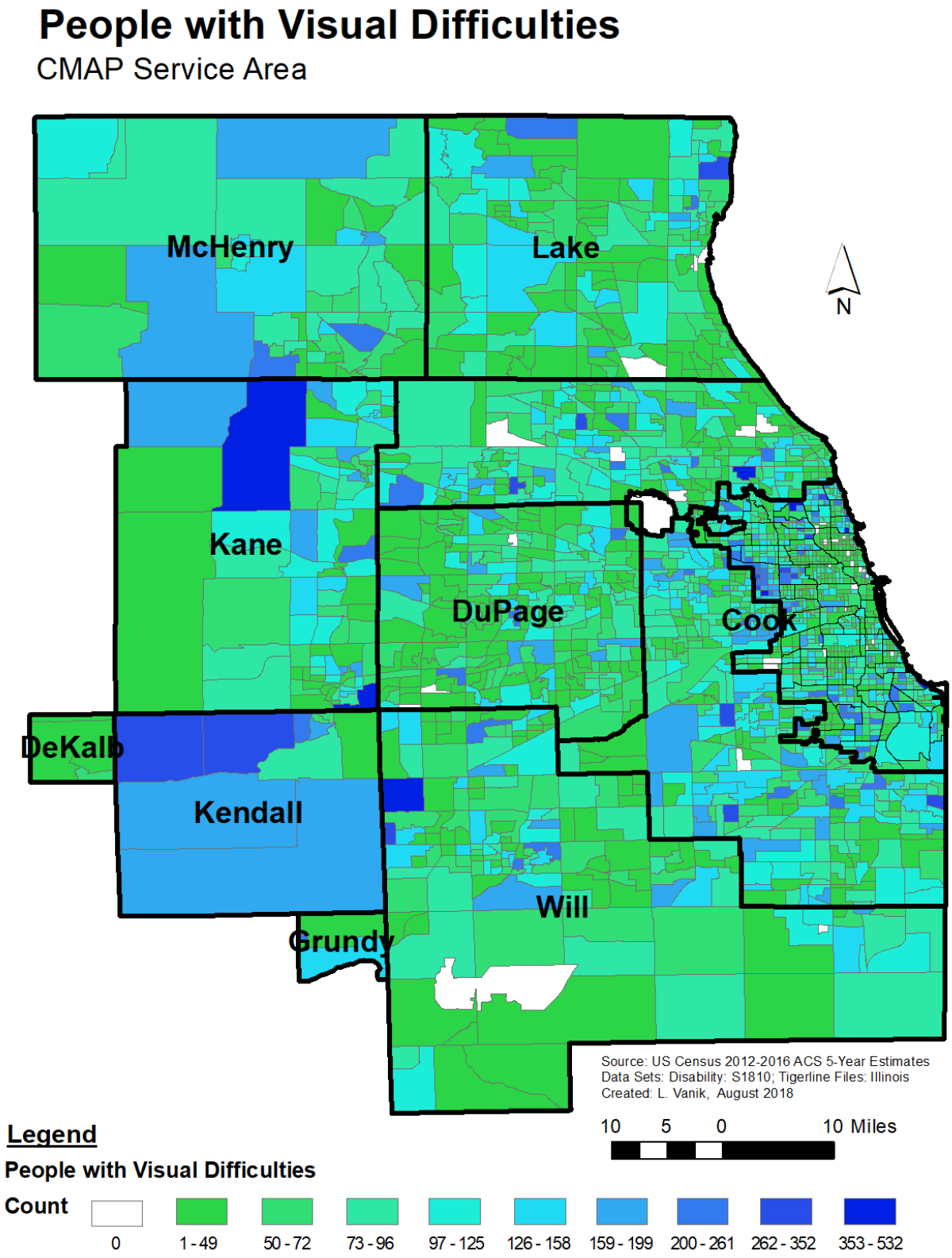


Appendix G

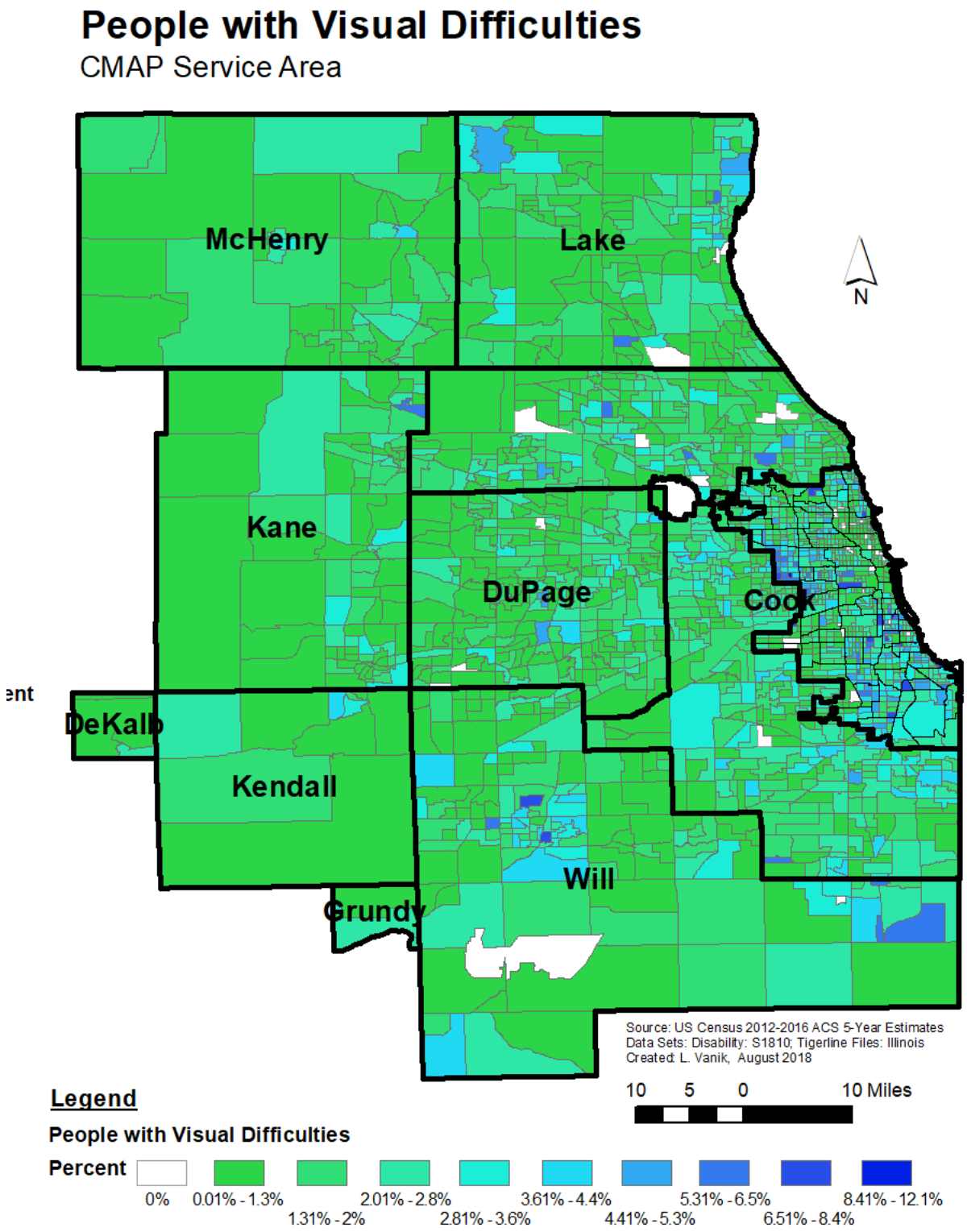

People with Cognitive Difficulties
CMAP Service Area
McHenry
Lake
Kane
DuPage
Cook
DeKalb
Kendall
Will
Grundy
N
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018
10 5 0 10 Miles
Legend
People with Cognitive Difficulties
Count
0
1 - 79
80 - 111
112 - 145
146 - 180
181 - 220
221 - 269
270 - 341
342 - 468
469 - 751


People with Cognitive Difficulties
CMAP Service Area
McHenry
Lake
Kane
DuPage
Cook
DeKalb
Kendall
Will
Grundy
N
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018
10 5 0 10 Miles
Legend
People with Cognitive Difficulties
Percent
0%
0.01% - 2.4%
2.41% - 3.3%
3.31% - 4.4%
4.41% - 5.6%
5.61% - 7%
7.01% - 8.6%
8.61% - 11%
11.01% - 13.3%
13.31% - 18.7%

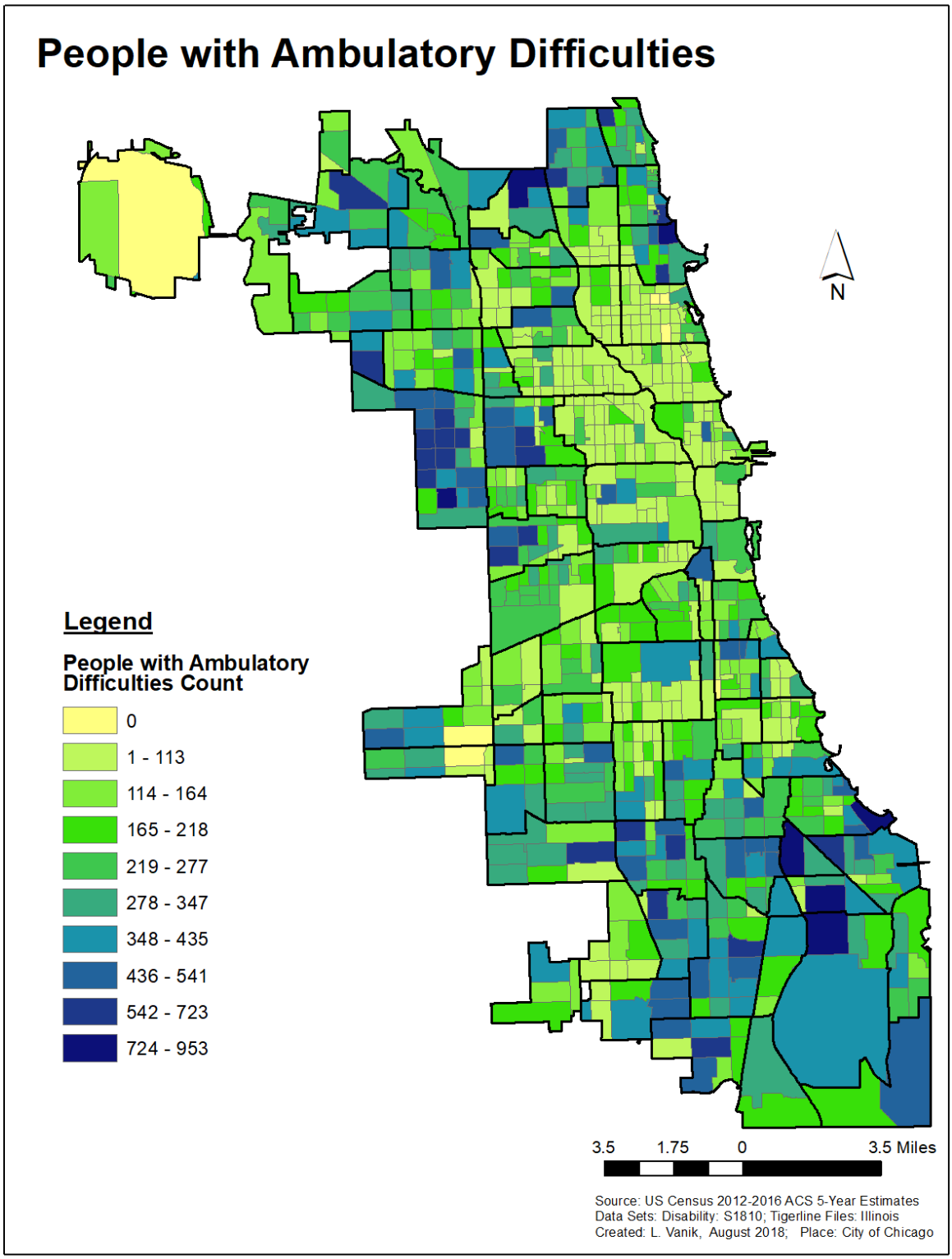
Appendix I


People with Visual Difficulties
CMAP Service Area
McHenry
Lake
Kane
DuPage
Cook
DeKalb
Kendall
Will
Grundy
N
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018
10 5 0 10 Miles
Legend
People with Visual Difficulties
Count
0
1 - 49
50 - 72
73 - 96
97 - 125
126 - 158
159 - 199
200 - 261
262 - 352
353 - 532

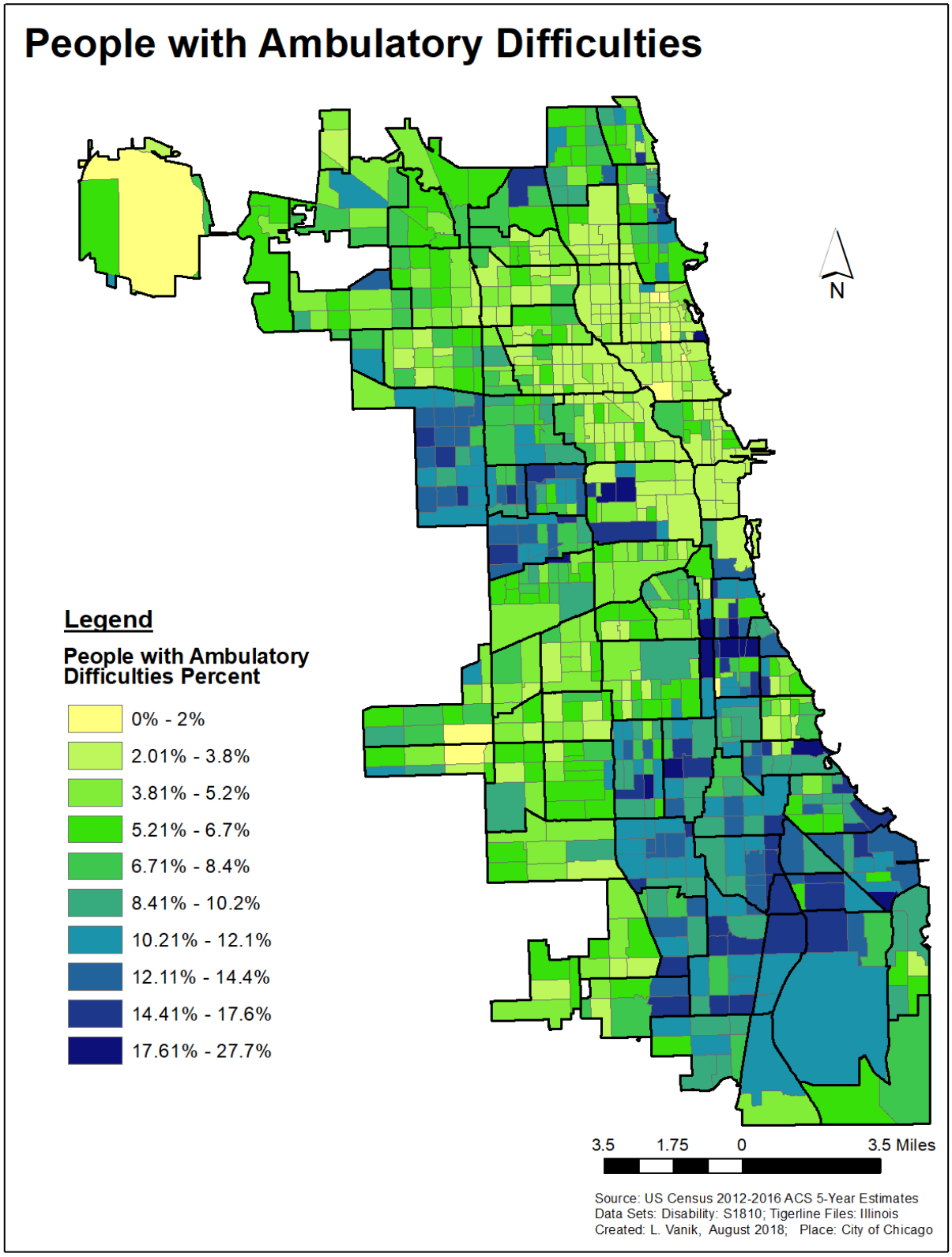
Appendix J


People with Visual Difficulties
CMAP Service Area
McHenry
Lake
Kane
DuPage
Cook
DeKalb
Kendall
Will
Grundy
N
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018
10 5 0 10 Miles
Legend
People with Visual Difficulties
Percent
0%
0.01% - 1.3%
1.31% - 2%
2.01% - 2.8%
2.81% - 3.6%
3.61% - 4.4%
4.41% - 5.3%
5.31% - 6.5%
6.51% - 8.4%
8.41% - 12.1%

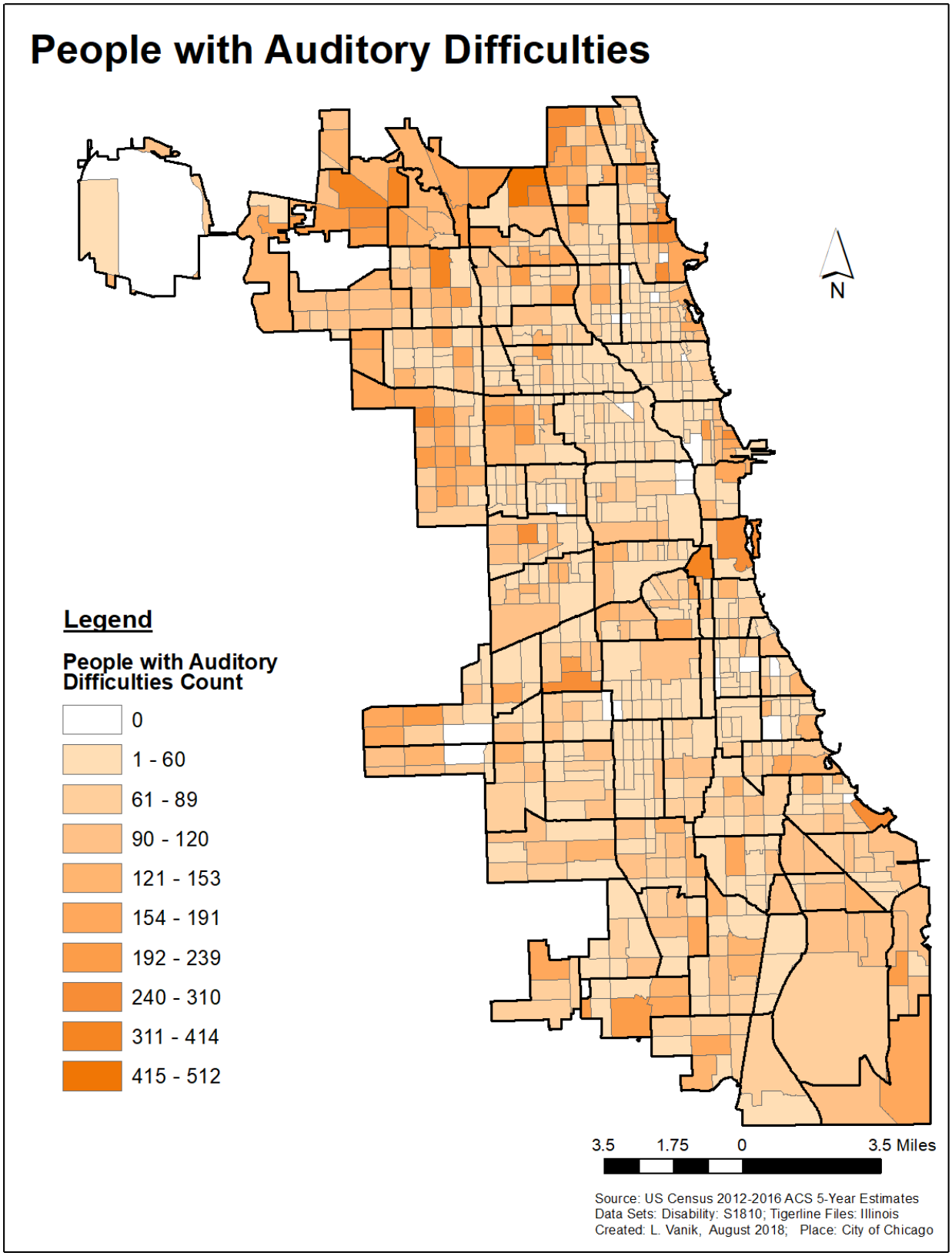
Appendix K


People with Ambulatory Difficulties
N
Legend
People with Ambulatory Difficulties Count
0
1 - 113
114 - 164
165 - 218
219 - 277
278 - 347
348 - 435
436 - 541
542 - 723
724 - 953
3.5 1.75 0 3.5 Miles
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018; Place: City of Chicago

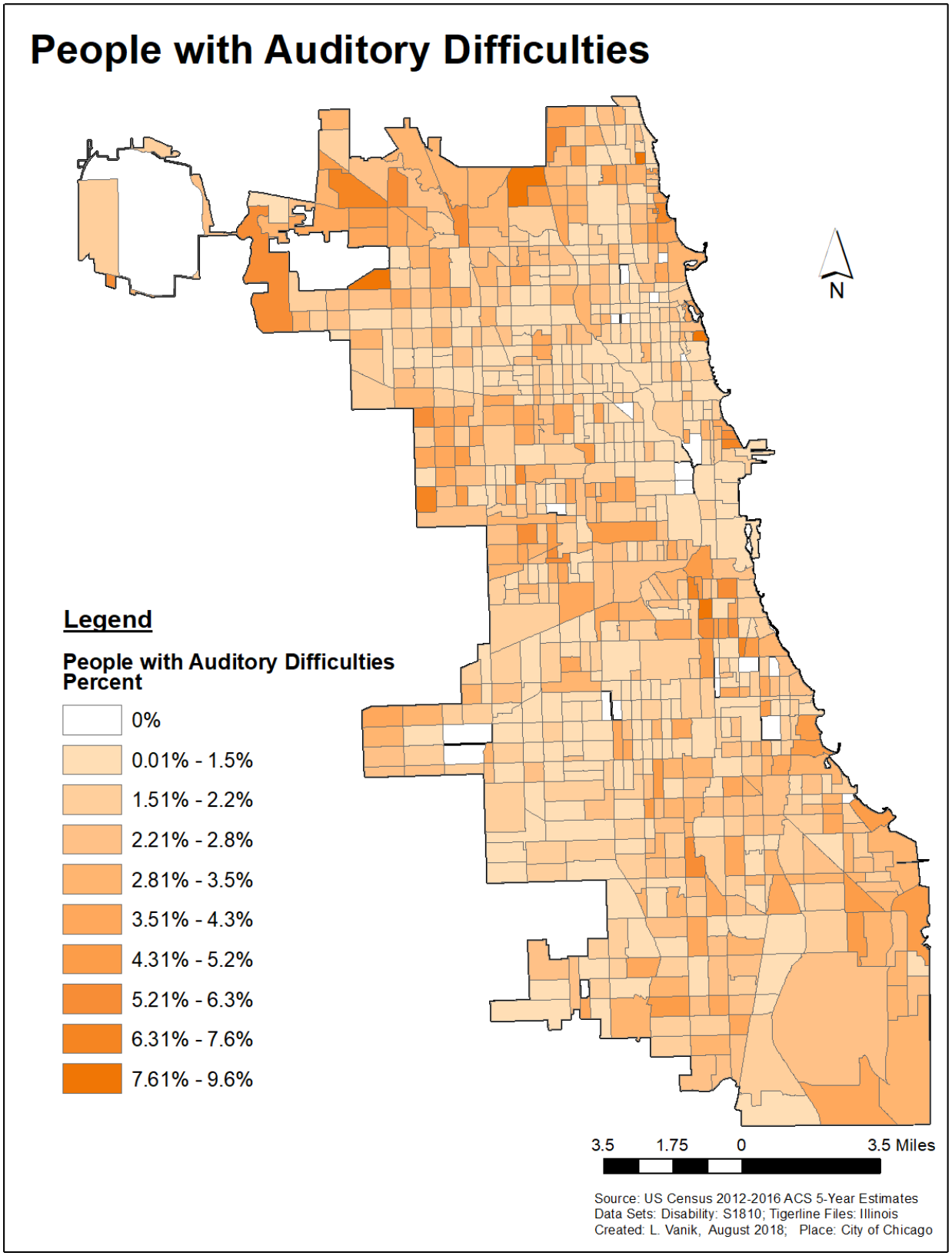
Appendix L


People with Ambulatory Difficulties
N
Legend
People with Ambulatory Difficulties Percent
0% - 2%
2.01% - 3.8%
3.81% - 5.2%
5.21% - 6.7%
6.71% - 8.4%
8.41% - 10.2%
10.21% - 12.1%
12.11% - 14.4%
14.41% - 17.6%
17.61% - 27.7%
3.5 1.75 0 3.5 Miles
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018; Place: City of Chicago

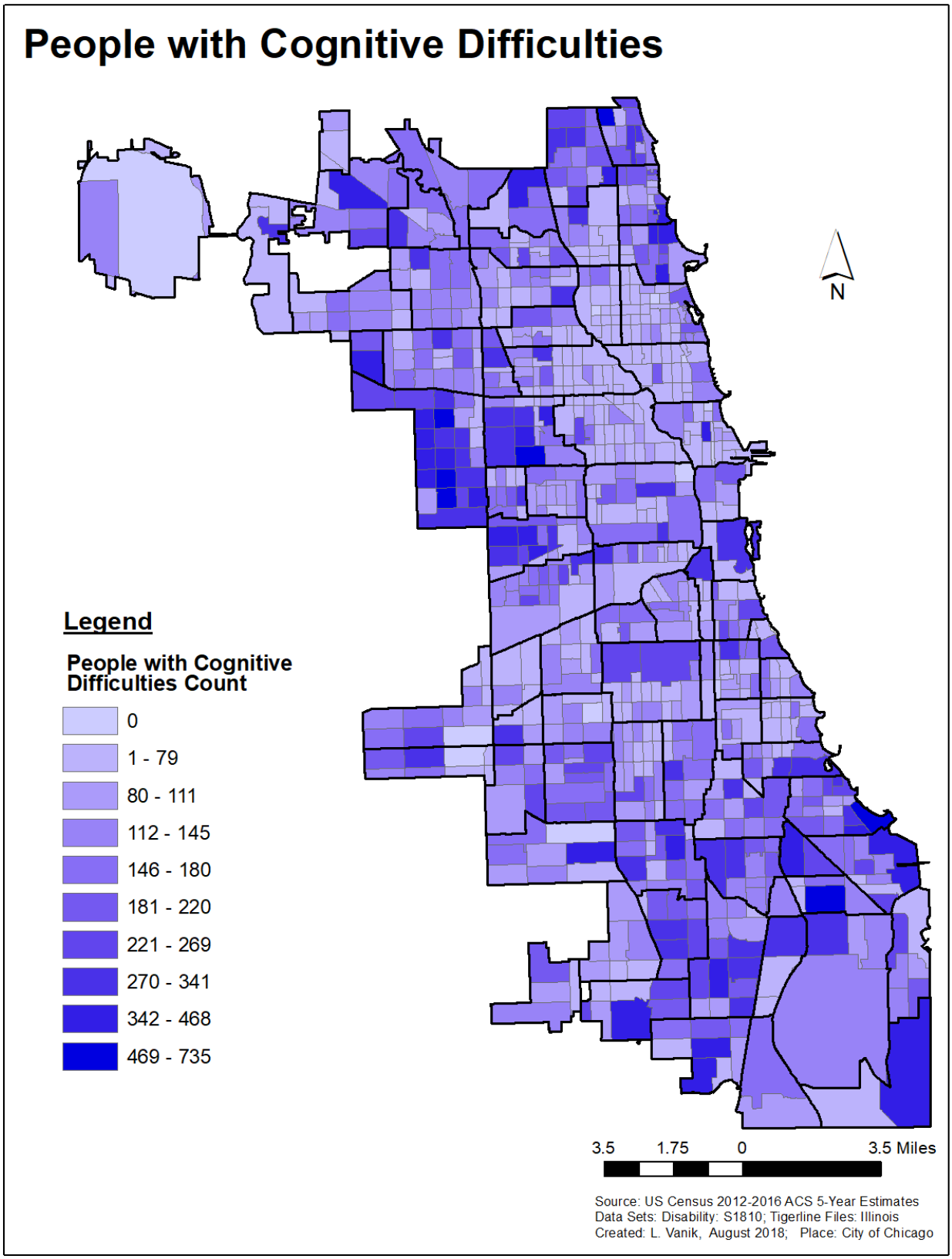
Appendix M


People with Auditory Difficulties
N
Legend
People with Auditory Difficulties Count
0
1 - 60
61 - 89
90 - 120
121 - 153
154 - 191
192 - 239
240 - 310
311 - 414
415 - 512
3.5 1.75 0 3.5 Miles
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018; Place: City of Chicago

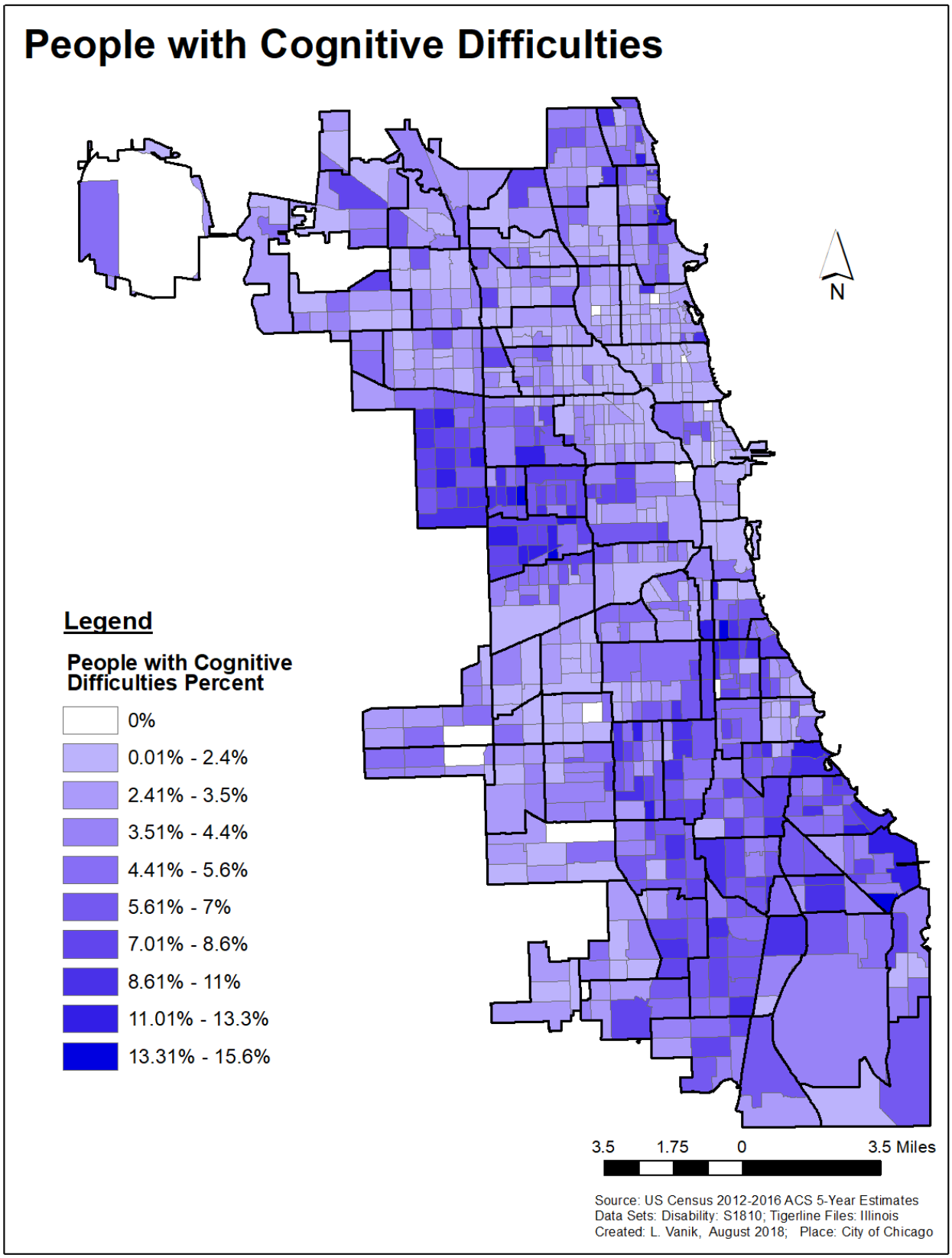
Appendix N


People with Auditory Difficulties
N
Legend
People with Auditory Difficulties Percent
0%
0.01% - 1.5%
1.51% - 2.2%
2.21% - 2.8%
2.81% - 3.5%
3.51% - 4.3%
4.31% - 5.2%
5.21% - 6.3%
6.31% - 7.6%
7.61% - 9.6%
3.5 1.75 0 3.5 Miles
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018; Place: City of Chicago

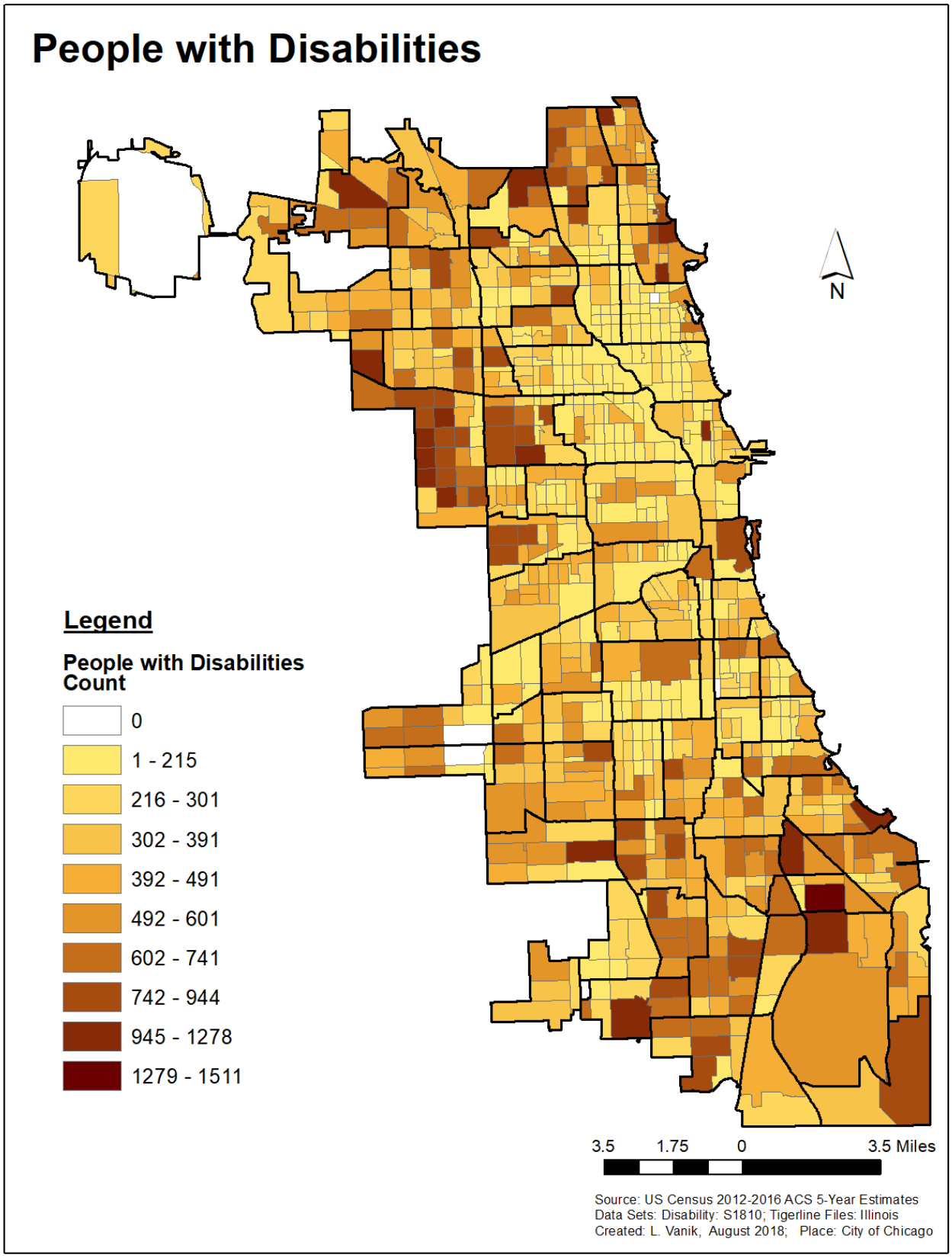
Appendix O


People with Cognitive Difficulties
N
Legend
People with Cognitive Difficulties Count
0
1 - 79
80 - 111
112 - 145
146 - 180
181 - 220
221 - 269
270 - 341
342 - 468
469 - 735
3.5
1.75
0
3.5 Miles
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018; Place: City of Chicago

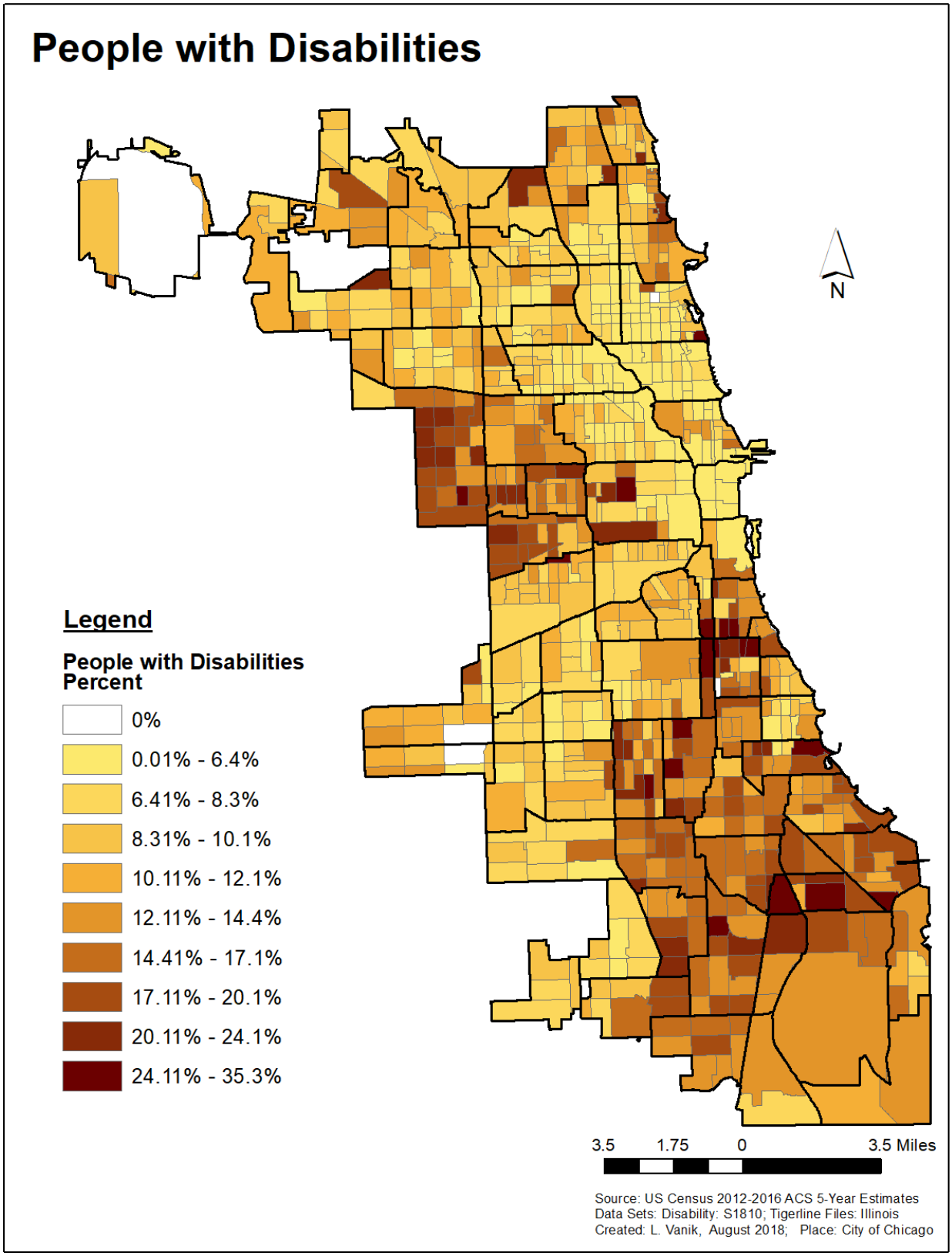
Appendix P


People with Cognitive Difficulties
N
Legend
People with Cognitive Difficulties Percent
0%
0.01% - 2.4%
2.41% - 3.5%
3.51% - 4.4%
4.41% - 5.6%
5.61% - 7%
7.01% - 8.6%
8.61% - 11%
11.01% - 13.3%
13.31% - 15.6%
3.5 1.75 0 3.5 Miles
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018; Place: City of Chicago

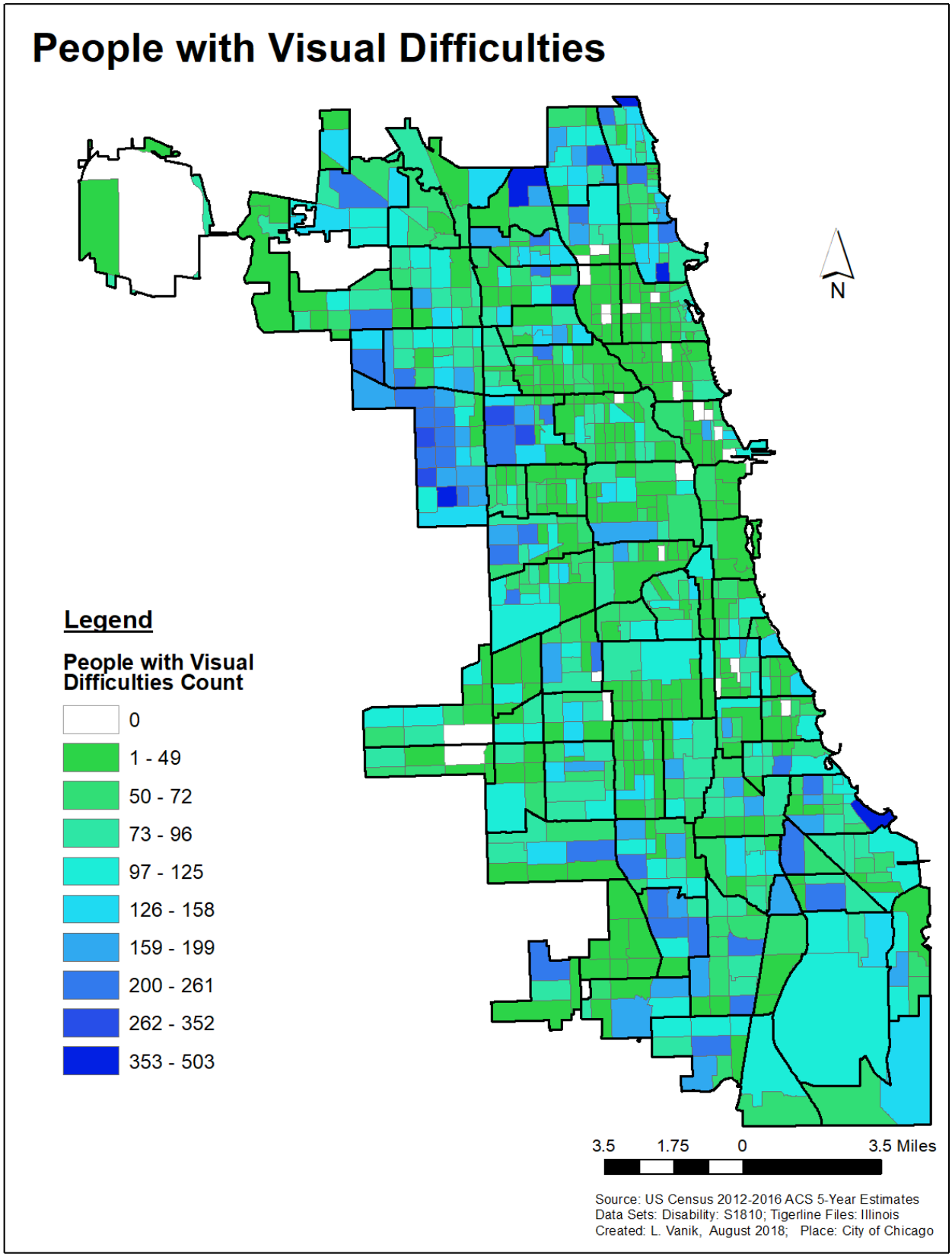
Appendix Q


People with Disabilities
N
Legend
People with Disabilities Count
0
1 - 215
216 - 301
302 - 391
392 - 491
492 - 601
602 - 741
742 - 944
945 - 1278
1279 - 1511
3.5
1.75
0
3.5 Miles
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018; Place: City of Chicago

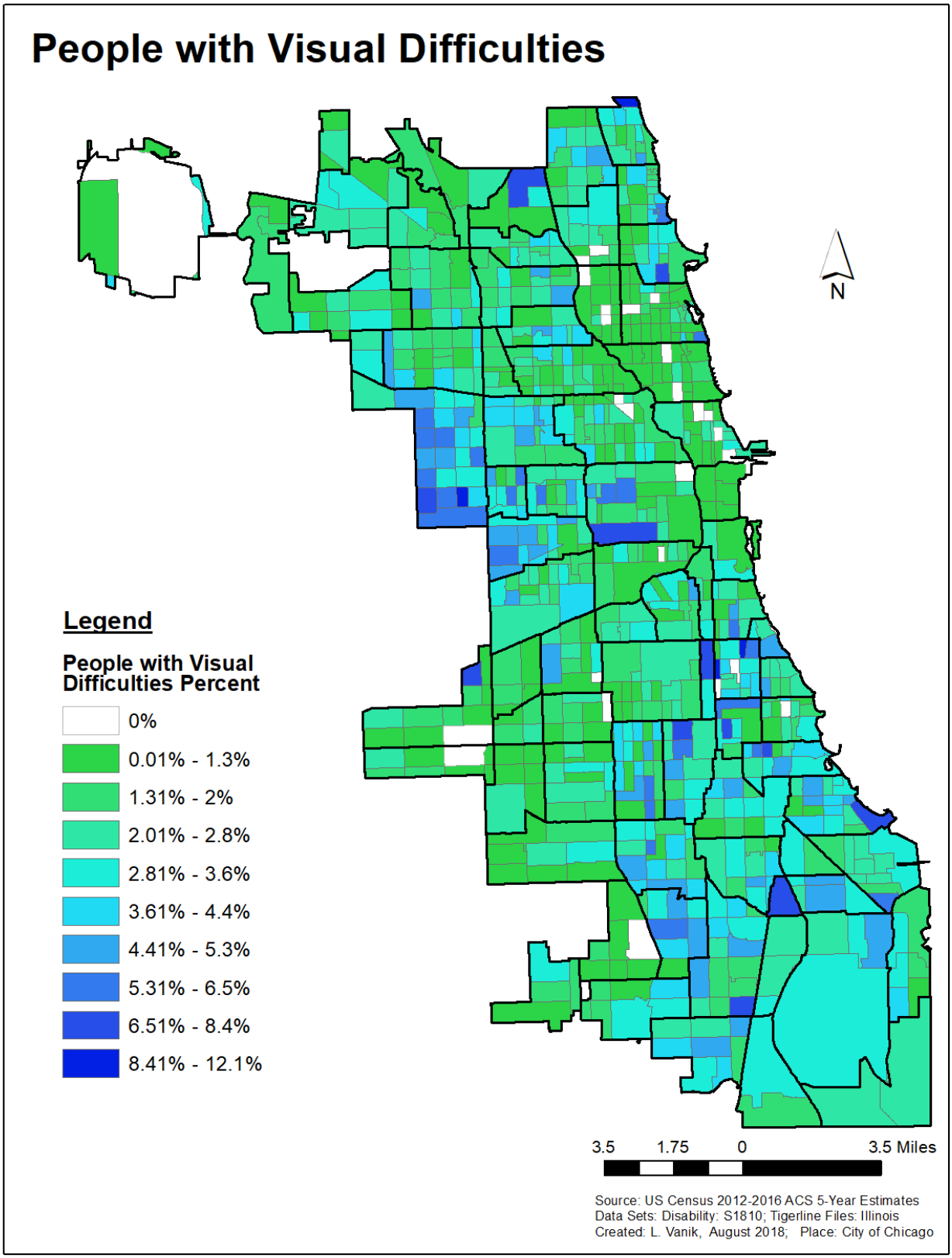
Appendix R


People with Disabilities
N
Legend
People with Disabilities Percent
0%
0.01% - 6.4%
6.41% - 8.3%
8.31% - 10.1%
10.11% - 12.1%
12.11% - 14.4%
14.41% - 17.1%
17.11% - 20.1%
20.11% - 24.1%
24.11% - 35.3%
3.5 1.75 0 3.5 Miles
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018; Place: City of Chicago

Appendix S


People with Visual Difficulties
N
Legend
People with Visual Difficulties Count
0
1 - 49
50 - 72
73 - 96
97 - 125
126 - 158
159 - 199
200 - 261
262 - 352
353 - 503
3.5 1.75 0 3.5 Miles
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018; Place: City of Chicago

Appendix T


People with Visual Difficulties
N
Legend
People with Visual Difficulties Percent
0%
0.01% - 1.3%
1.31% - 2%
2.01% - 2.8%
2.81% - 3.6%
3.61% - 4.4%
4.41% - 5.3%
5.31% - 6.5%
6.51% - 8.4%
8.41% - 12.1%
3.5 1.75 0 3.5 Miles
Source: US Census 2012-2016 ACS 5-Year Estimates
Data Sets: Disability: S1810; Tigerline Files: Illinois
Created: L. Vanik, August 2018; Place: City of Chicago

From: Adam Ballard <aballard@accessliving.org>
Sent: Thursday, August 23, 2018 3:31 PM
To: Jonathan Burch <jburch@cmap.illinois.gov>
Cc: Jane Grover <jgrover@cmap.illinois.gov>; Elizabeth Schuh <eschuh@cmap.illinois.gov>
Subject: RE: ON TO 2050 revisions
Importance: High

Hi Jonathan:

I've looked over what you sent, along w some others here, and our feedback is as follows:

- We appreciate this more detailed and thoughtful approach to the issues related to housing. We have a couple of specific comments/questions, which the following bullets will address. However, Access Living is disappointed that there weren't similar edits made to other issues we commented on, such as employment, transportation, and overall demographics and the integration of disability in those areas. It's possible you are only responsible for this housing piece, but we haven't heard from anyone at CMAP who is drafting in those other areas.
- As far as this section, it looks really strong overall. One point of confusion, however: In the second paragraph, you mention Evanston's reduced fare taxi program (the RTA has a similar program – TAP, or Taxi Assistance Program – for paratransit certified riders), but we don't understand how that fits into the discussion on home modifications.
- Finally, your recommendation to counties and municipalities on allowing for more affordable, accessible housing is good, but could be further strengthened. We would recommend that those entities encourage the creation of such housing by setting aside at least 10% of all new housing units to be accessible to the highest standards under UFAS, the Uniform Federal Accessibility Standards. This goes beyond the basic, minimal accessibility already required in most new construction under the Fair Housing Act's design and construction regulations, and would greatly expand the pool of units needed to meet the demand you so accurately depict.

Again, thank you for incorporating so much of what we shared already. If I can help clarify any of this, please don't hesitate to get in touch.

Regards,

Adam Ballard
Manager of Organizing & Policy
Access Living
115 W Chicago Ave
Chicago IL 60654
312-640-2195 phone

8/10/2018
Subject: expressway expansion in ON TO 2050

Attached please find the Active Transportation Alliance's 2018 mode share report and a letter to CMAP calling for a halt to expressway expansion in ON TO 2050. We urge CMAP to recommend redirecting transportation funds to better projects and acknowledge that "induced demand" due to expressway expansion causes more vehicle travel that over time offsets congestion relief.

Please let us know if you have any questions or you'd like to discuss further.

Kyle

Kyle Whitehead
Managing Director of Public Affairs
Active Transportation Alliance
35 East Wacker Drive, Suite 1782
Chicago IL, 60601
Direct line: 312-216-0473

ACTIVE TRANSPORTATION ALLIANCE

August 10, 2018

Executive Director Joseph C. Szabo
Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

RE: Removing expressway expansion projects from ON TO 2050

Active Transportation Alliance supports the principles of resilience, inclusive growth, and prioritized investment included in the draft ON TO 2050 plan, and those principles are supported by recommendations in the plan such as making transit more competitive, updating roadway design to reduce speeding and crashes, and investing in safe bike and pedestrian pathways to desired destinations.

However, we don't believe these principles are consistent with the region's ongoing spending on inefficient, inequitable, and costly expressway expansion projects. Reducing car dependency and truly relieving congestion requires rethinking this approach.

As the *Active Transportation Alliance's 2018 Regional Mode Share Report* demonstrates, despite decades of regional planning leaders urging cities and villages across metropolitan Chicago to build communities in ways that reduce driving, the region has only grown more car dependent. This rapid growth in driving has been spurred in large part by the pairing of car-centric suburban sprawl and roadway expansion that necessitates driving and makes walking, bicycling and transit less viable.

As you know, research and experience show that roadway expansion in urban areas like ours only exacerbates traffic congestion in the long run by inducing more driving that over time fills in the additional roadway space, with congestion rebuilding to previous levels. Transportation and economic professionals call this effect "induced demand."

By widening roads and making driving easier/faster, some people will take more car trips than they otherwise would. It also leads some people to live further from work and other destinations, while certain businesses will choose to locate further afield and away from transit.

In addition, more driving on expressways means more driving going to and from the expressways, which further perpetuates the status quo of building the Chicago region around driving. This makes it that much harder for people who cannot physically drive or cannot afford a car to get to work, school and other destinations, not to mention the environmental impacts, health problems associated physical inactivity, and injuries and fatalities from crashes linked to more driving.

The research of economists Gilles Duranton and Matthew Turner demonstrated the reality of induced demand. They analyzed the effects of adding road capacity going back to the 1940s and found that building more roads led to more driving -- beyond the growth that would have occurred otherwise -- without lasting congestion relief. Expanding an expressway 10 percent lead to 10 percent more driving over time. A 20 percent expansion resulted in 20 percent more driving, and so forth.

Their research shows that traffic congestion isn't about too few roads, it's about too many cars. As a result, roadway expansion is an expensive way to make congestion worse in the long run on expressways and the local roads that feed them. Moreover, as shared use (including transit), connected, and autonomous vehicles largely replace the inefficient and deadly practice of relying on 3000-pound single occupancy vehicles to move people in urban areas, we need to plan for how to repurpose roads and parking spaces, not expand them.

It's worth noting that even when roads are expanded with car pool lanes and/or congestion pricing (tolls), as the state has proposed for on I-55 and I-290, the result will be more driving and cars, not less, thereby undermining the benefits. Similarly, adding bus-on-shoulder service is a good idea, but any driving eliminated by this transit service will be overwhelmed by the additional driving induced by the roadway expansion.

These costly projects divert money from more effective and equitable projects without providing lasting congestion relief. They also limit our ability to increase the share of trips made by transit, biking, and walking in busy corridors, and make it difficult to reduce and eventually eliminate traffic fatalities and serious injuries by inducing more driving.

For decades we've seen how expressways in cities physically isolate and undermine low-income neighborhoods. Less obvious, but every bit as important, is how the proposed expressway expansions in the Chicago area will move jobs further from where low-income people live. This already is a problem, with five of the region's six largest job centers located in suburbs that are difficult to reach by public transit.

To effectively reduce congestion and create more equitable transportation, the region should stop wasting money on roads that don't relieve congestion beyond the short-term. Instead, spend that money to make communities friendlier for walking, biking and transit, because not driving at all is the best way to avoid roadway congestion.

Eighty six percent of suburban residents get to work in cars, most of them riding solo, which is remarkably inefficient but understandable given that they often have few good alternatives. We can change this by getting destinations closer together, designing streets for walking and biking, expanding transit service, and offering work-based programs to help people commute car-free.

ON TO 2050 should chart a bold course for reducing car-dependency and congestion in tandem with prioritizing alternatives to driving and supportive land uses. As civic and community organizations working on infrastructure and mobility issues across the region, we urge CMAP to take the following steps in the context of ON TO 2050:

1. **Remove expressway expansion projects from the plan's list of regionally significant projects.**

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.**

ACTIVE TRANSPORTATION ALLIANCE

3. **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.**

Thanks for your consideration, and we look forward to your response to these recommendations. Please let us know if you have any questions.

Sincerely,

Ron Burke
Executive Director
Active Transportation Alliance

7/24/18

Hello,

My name is Danish Murtaza and I am a policy associate with the Better Government Association. We are pleased to offer public comment on your ON TO 2050 report. Please see the attached PDF document. Let me know if you any questions or concerns.

Thank you,

Danish

--
Danish Murtaza
Better Government Association
Policy Associate
312-386-9202

Chicago Metropolitan Agency for Planning (CMAP)
ON TO 2050 Report
BGA Public Comment

July 24, 2018

The Better Government Association (BGA), founded in 1923, is a nonpartisan, nonprofit news organization and civic advocate. The BGA's Policy team advocates for initiatives and policies that advance transparency, efficiency, and accountability in government across Illinois. We were excited to see an emphasis on government efficiency and transparency in "ON TO 2050" and wanted to offer our thoughts.

Consolidation

Like CMAP, the BGA's Policy team is a part of Transform Illinois, a coalition of organizations focused on consolidation and streamlining of government. We see smart streamlining as a good government practice. It's no secret Illinois has the greatest number of units of government in the country and Illinois taxpayers pay a premium for such overlap, redundancy, and duplicativeness. We applaud, and would promote, many of the recommendations mentioned in this section, such as: designing a regional entity to facilitate consolidation efforts (p. 171), the state providing funding for service sharing and consolidation feasibility studies (p. 172), and the state approving legislation to facilitate consolidation (p. 189). In particular, CMAP should consider supporting the Citizen Empowerment Act, which allows for a referendum to dissolve/consolidate government.

The BGA Policy team believes that to take consolidation to the next level, more tools and programmatic support must be provided to local units of government, as well as citizens. The BGA Policy team agrees with CMAP that legislation dissolving individual units is good, but we can do much more with proactive steps (p. 170). For example, other states, such as New York, Michigan, and Ohio, provide technical assistance, grants, and loans to support shared services and consolidation of local units of government. In addition, 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.

Budget/Financial Accountability

Sound budgetary and financial practices make or break government. In early 2018, the BGA Policy team published an article detailing best budget practices Illinois might consider adopting, including conducting long-term and consensus revenue forecasting, establishing a

healthy rainy-day fund, and using accrual-based budgeting. Our article relied heavily on reporting from the Volcker Alliance, which your report references as well. If best practices on budgeting and financial planning become a CMAP priority, we hope the BGA can provide expert guidance alongside other civic and professional organizations (p. 193).

Transparency

The expectations of the public for how government communicates has changed a great deal over the last decade. Unfortunately, many governments have not fully caught up. Trust in government is rooted in good communication and transparency. Therefore, we are excited to see CMAP making transparency a priority. In particular, the BGA's Policy team supports convening local governments in the region to identify best practices around improving transparency, we hope such a convening leads to both more transparency and efficiency as officials collaborate on projects (p. 197). In addition, you note that, "To help lower capacity communities remove barriers to implementation of local and regional goals, CMAP can leverage local technical assistance resources and partnerships (p. 186)." We are encouraged to see you contemplating such efforts and, if you do carry forward with these priorities, we would be happy to provide our expert guidance to communities in the areas of accountability, transparency, and efficiency.

Thank you for providing this opportunity to comment. Please do not hesitate to reach out to the BGA Policy team for any questions or comments.

Sincerely,

Better Government Association - Policy

Danish Murtaza, Policy Associate
Rachel Leven, Policy Manager
Madeleine Doubek, Vice President of Policy

Appendix: Comments from the ON TO 2050 report the BGA Policy team applauds

Page 168 -- Encourage partnerships and consolidation: "In short, governments must do more with less. Sharing services, consolidating services, or consolidating governments can provide benefits, including improved capacity and resources, greater efficiency, enhanced service quality, and cost savings."

Page 170 -- "The state needs additional programs and resources to implement consolidation and service sharing."

Page 171 -- Designating a regional entity "to facilitate efforts for shared or consolidated services and for local government consolidation." As well as promoting data management to allow for data sharing with other local governments.

Page 172 -- "The State or county governments should provide funding to local governments for service sharing and consolidation feasibility studies."

"The State should use existing federal allowances for grants or loans to enable studies of local service consolidation."

"The State should provide tax credits for a limited period to offset property tax differentials resulting from local government consolidation."

Page 173 -- "CMAP, MPC, MMC, the State of Illinois, and other partners should conduct an assessment of the region's experience in consolidated services, as well as best practices from other regions."

"The State should approve legislation that facilitates local government consolidation."

Page 186 -- To help lower capacity communities remove barriers to implementation of local and regional goals, CMAP can leverage LTA resources and partnerships. For example, many local governments lack connections with critical nonprofit, government, and private sector implementers that have relevant expertise, authorities, and other required resources."

Page 189 -- "Basing decisions at all levels of government on transparent practices that direct public investments based on performance goals and data helps extend limited public resources."

Page 192 -- "Support a modern census and other vital socioeconomic data collection activities."

Page 193 -- "State and local governments should improve budget and financial administration practices" (subhead)

"State and local governments should continue to improve budgeting practices to ensure they are transparent, data-driven, and fiscally sound."

"State and local government should implement practices such as short- and long-range financial forecasting to improve policies and decisions."

"Civic and professional organizations should provide expert guidance on best practices in budgeting and financial planning for government units to incorporate long-term perspectives and communicate effectively with stakeholders."

"Promulgate stronger standards for transparency and accountability of economic development incentives." (subhead)

"Rather extending incentives into perpetuity, the State of Illinois and local governments should pursue performance-based approaches to make decisions that extend, improve, or terminate incentives based on rigorous analysis. Such analysis should account for the incentive's full costs and benefits, progress in achieving its public purpose, and trade-offs relative to other government activities."

"The State of Illinois and local governments should require a regular audit of all tax abatements, diversions, and credits for economic development."

Page 194 -- "The State of Illinois and local governments should make comprehensive data on incentives for economic development available and ensure that relevant, accurate, non-proprietary data can be reliably located, integrated, and analyzed."

Page 195 -- "Improve access to public information through technology and transparency." (subhead)

"Access to information is necessary for effective discourse and accountable decision making by governments on the state, regional, and local levels."

Page 196 -- "Increase access to budget information and relevant analysis"

"The State of Illinois, as well as counties, municipalities, and other local governments, should improve upon currently available financial and budget information."

Page 197 -- "Local governments should better leverage new technology, like mobile applications, reporting tools, and information systems, while continuing to modernize their processes as technology evolves."

"Civic and professional organizations should convene local governments in the region to identify best practices around improving transparency and ensuring that public information is understandable and is accessible."

Cheryl Watson

CNT/Rain Ready Chatham

greenn.chatham@gmail.com

Environment

There is an immediate urgency to curtail CDOT projects in Chatham & neighboring communities at a lower elevation and therfore chronically flooding. This area is unique and not designated as a FEMA flood plain. This are is not a CRS and does not qualifiy for National Flood Insurance progam. These moderate to low-income areas have been flooding since the 1800's but there are no building ordinances that dictate what flood mitigation practices should be implemented by real estate developers, CDOT, flippers and homeowners. Climate change and the chronic flooding impacts are eroding the integrity of the housing stock. Residents can't easily manage that costs of making these vintage bungalows and housing stock climate change resilient.

Immediate Solutions

Aldermen need to stop approving projects that further exascerbate the problems by approving more impervious roadways , parking lots , play grounds in the southside communities. Instead they need to fund for permiable solutions and replace hardsurfaces on the parkways with natural drainage solutions with native plants, bump outs, rain gardens to reduce runoff from parking lots and parkways .

Large trees on the parkways have defeated the need to limit the problems caused by the current sewer systems in Chatham. The roots are massive and not only take over the lawns costing residents a lot to battle the destruction of their sod and the disfiguring of the level of the lawn. The rising of the root mass under the sod becomes a trip and fall hazard. It also hinders access to the utilities buried under the lawns.

Hundreds of trees were removed in Chatham and residents need a low maintenance green infrastructure on the parkways that better help with stormwater management. There are options utilized in the Calumet regions circling the southside that should be considered for Chatham going forward.

Residents need immediate removal of the lead water service lines to the home which were installed by the city of Chicago. They taxes we pay for water service inculdes the maintenance of these lines. We should not have to pay for safe water lines. Other cities have adooted a humane and

responsible approach by just replacing the lines for the residents. This is a public health issue no different then Flint or areas devastated by hurricanes.

Current historical data about the flooding data highlights the urgency to protect the Chatham community. Underinvestment in the infrastructure and the lack of urgency to address the environmental degradation is unacceptable. Local, state and federal funding needs to be directed to revitalizing this community in a way that employs smart climate solutions now. A study on 40 homes is not necessary in the 21st century because there is hundredd of years of data. What's happening under the homes can be easily evaluated by hydrologists and civil engineers. There is no evidence in the previous CMAP plans that address this area specifically while the Riverfront revitalization has taken form

in record time. Programs for grants to only repair the exterior of homes in Greater Chatham Initiative MMR areas do not address the impacts of climate change and flooding for the Greater Chatham community. City engagement with the residents needs to begin immediately because non-profits are not equipped with manpower, knowledge or funding to address the needs of the community.

Generations of African American residents in these areas have been chronically impacted by these environmental neglect that undermines their quality of life, economic stability, physical & mental health. The community can not wait until 2020 or beyond for these issues to be addressed.

8/13/2018
Subject: Comments on "On to 2050" From ADA 25 Advancing Leadership and the Disabilities Fund

Hello,

ADA 25 Advancing Leadership and the Disabilities Fund of The Chicago Community Trust have reviewed the Comprehensive Regional Plan. We were glad to see that there were several sections in which disability was included, but we have further thoughts about how disability can be further included and weaved into the plan. The attached document outlines where disability is not mentioned in the Comprehensive Regional Plan but should be included in order to capture how the issues in the region impact individuals with disabilities. Regarding data that can be used to discuss the intersection of disability with issues of racial inequality, educational attainment, and employment as well as disability prevalence in the region, please refer to the Disabilities Fund Factsheets about Disability in the Region and Youth and Disability, both attached to this email. Thank you so much.

Best,
Emily Knopf

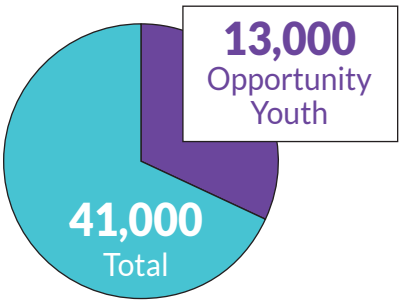
Youth and Disability

Addressing the challenges our youth face means taking disability into account. A strong region requires the equal opportunity, inclusion, and full participation of all residents.

Disability is a natural part of the human experience. The Americans with Disabilities Act (ADA) defines disability as a physical or mental impairment that substantially limits one or more major life activities. Disabilities are both **visible** and **invisible**.

Our Regional Challenge

In the Chicago region,* over **800,000** residents—approximately 11% of the total population—report having a disability. More than **41,000** are aged 16-24, and **13,000** of these are "opportunity youth" who are neither in school nor at work. Creating a path to economic self-sufficiency and success simply will not happen if we do not address how our systems can use best practices to support youth with disabilities.



Education System Failures

Increased Suspension Rates

2X

Students with disabilities are suspended at a rate almost **double** that of students without disabilities.

Disproportionate Discipline

3X

Youth with emotional and behavioral related disabilities are **three times** more likely to be arrested before leaving school, compared to all other students.

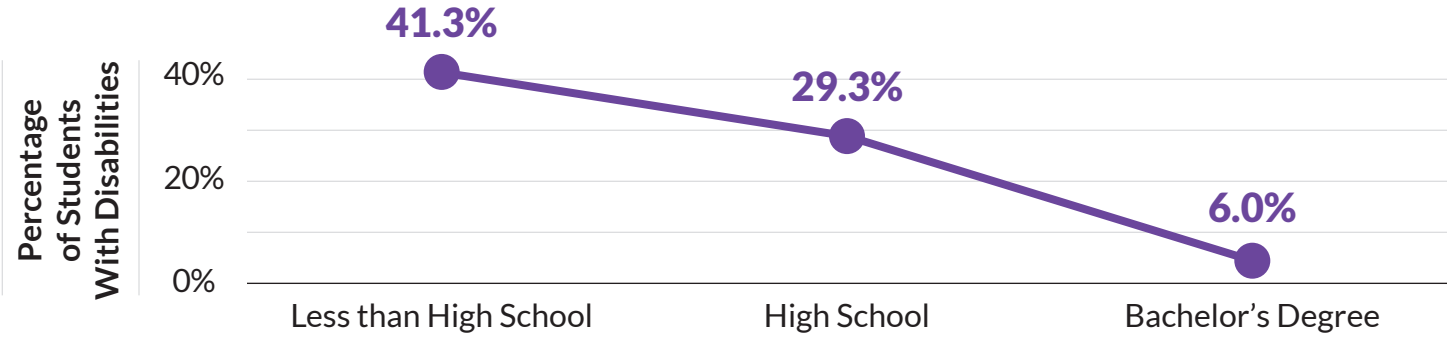
Higher Dropout Rates

25% HIGHER

In Chicago Public Schools, the dropout rate for students with disabilities is **25% higher** than students without disabilities.

Higher educational attainment is tied to long-term success in terms of income and employment; yet, **less than 30%** of youth with disabilities graduate from high school, and an even smaller percentage obtain a college degree.

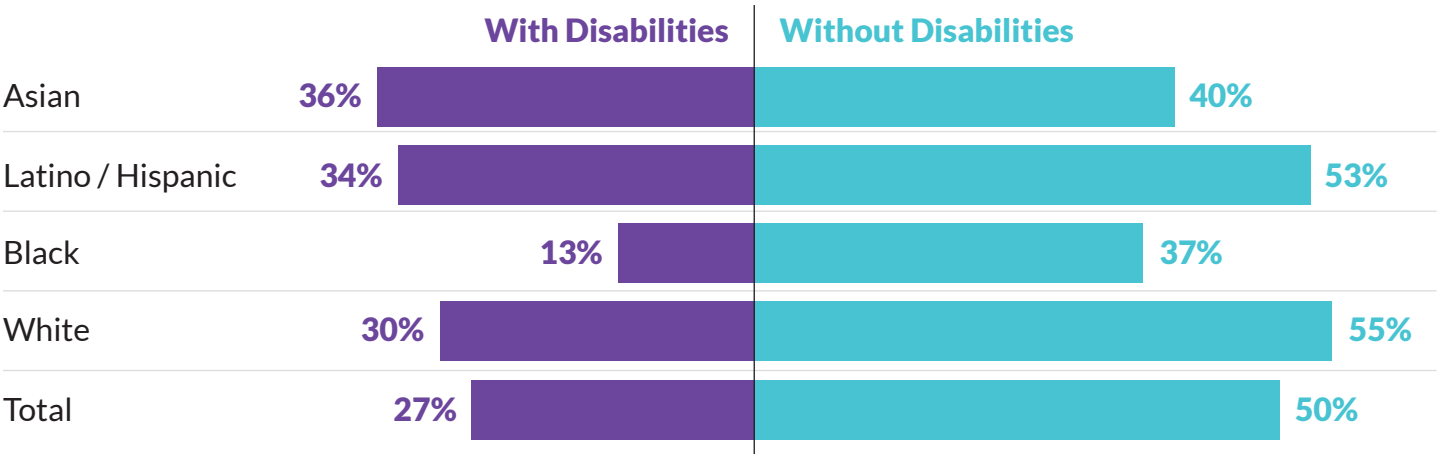
Low Educational Attainment for Youth With Disabilities (16-24)



Employment Gaps

While mounting evidence demonstrates that hiring this overlooked talent pool can increase productivity and reduce costly turnover, barriers persist both when seeking employment and while on the job. For job seekers across the U.S., barriers include **low educational attainment** (see above), **stigma**, **lack of transportation access**, and **lack of employer knowledge** about how to provide specific accommodations at the job location.

Lower Employment Rates for Youth With Disabilities (16-24)

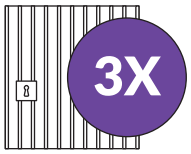


Justice Inequities

Higher Rates of Incarceration

Youth with disabilities are **incarcerated at three times the rate** of those without disabilities, making them most likely to be part of the school-to-prison pipeline.

Higher Rates of Recidivism



After release, youth with learning disabilities are **almost three times more likely to return to the juvenile justice system after six months** than those without learning disabilities.

Victims of Violence

People with disabilities are especially likely to be the **victims of violent crimes, and in particular, police violence.** In the U.S., **one third to one half of all people killed by law enforcement** officers are people with disabilities.

Your Next Step: **Inform and Act.**

Take disability into account when addressing the challenges facing our youth. For a list of resources that can help expand empowerment, promote equal opportunity, and increase the inclusion and full participation of diverse youth with disabilities, **visit cct.org/disabilitiesfund.**

* The Chicago region includes the Cook, DuPage, Kane, Kendall, Lake, Will, and McHenry counties. All the information presented is based on the Chicago region, unless stated otherwise.

For more information regarding the original source material for the data presented, visit cct.org/disabilitiesfund

disabilities fund THE CHICAGO COMMUNITY TRUST

THE CHICAGO COMMUNITY TRUST AND AFFILIATES

Places where term "disability" is not mentioned:

a. Parking
    i. Parking is discussed in the context of Parking Management but no mention of parking spots for individuals with disabilities: "Too much or poorly designed parking can make walking and bicycling unpleasant and unsafe, add to flooding and pollution problems, make housing more expensive, and reduce transit use. At the same time, in some places, parking is necessary to support local businesses. Planning for parking needs and pricing parking to manage demand can support businesses, raise local revenues, and help create compact, walkable communities."
    ii. The term "access" was used but there was no concrete mention of people with disabilities.
b. Housing
    i. Mention of "aging population" which implies disabilities of elderly people but not people who are not elderly but have disabilities. Everything seems to be age focused rather than disability focused.
        1. "The region's housing supply must adapt to meet global shifts and local needs that include an aging population, increasing diversity, and changing family living patterns."
        2. "Some households will want to move to smaller, more age-friendly units, while many seniors will prefer to remain in their current homes. Still others may want to move to communities with more amenities in walking distance, including bus and rail service."
    ii. In contributing to the deterioration of health rather than accommodating for people with disabilities: "The current lack of sufficient housing options makes our residential market vulnerable to shifting demand, contributes to concentrated poverty, and hurts the health of residents. . .health researchers have found that where people are born, grow up, live, work, and age has a major impact on physical, mental, and behavioral health outcomes."
    iii. Mentions of "more housing options" or "housing types," but there is no elaboration on what is meant by these types and no explicit mention of specific housing needs of people with disabilities that need to be considered in addition--"affordable housing" as opposed to "affordable and accessible housing": "considering how demographics and consumer preferences may create the need for a greater range of housing types."
c. Economic Mobility
    i. Talks about race and economic mobility but not about the intersection of disability with race and with these same issues of lack of equal opportunities: "Numerous measures of economic well-being by race and ethnicity show how the region falls short of ensuring equitable opportunity for all residents, and thus falls short of performing to its full potential. . .Black and Hispanic residents in particular experience persistent disparities in educational attainment, employment, household income, and other indicators."
    ii. Again, the report talks about racial and economic inclusion but not disability

inclusion as intersectional: “Racial and economic inclusion is integral to our continued growth and development. . .Research increasingly demonstrates the connection between reducing racial inequality and achieving stronger and more sustained economic growth.”

d. Educational Attainment and Labor Force Participation:
    i. About Black Residents (but no mention of disability): “Many of these young adults have a high school diploma but require substantial remedial education, as well as options to intersperse learning and income. . . low graduation rates among low-income and entry-level workers undermine training programs that could help them to enter and remain in the workforce.”
    ii. Mention of Opportunity Youth as“ young adults 16- 24 years old who are not in school and not working” but not in connection to having a disability being a possible reason why they are not in school or working.
e. Innovative Capacity
    i. Disability not included explicitly in “diverse backgrounds”: “Diversify the entrepreneurial voices engaged in problem and solution development. . . Research demonstrates that even high-aptitude students from lower income and diverse backgrounds are impeded from participating in innovation and invention.”
    ii. Outlines some challenges for populations with lower educational attainment without mentioning how this can be compounded by having a disability and needing to ask for accomodations which makes a company less likely to hire an individual: “Applicants increasingly need to demonstrate improved problem solving, literacy, numeracy, professional, and communication skills to be competitive in the job market. . .Workers increasingly need to interact adeptly with technology to anticipate, identify, and resolve problems.”
    iii. Talking about community colleges providing occupational skills without mentioning creating more occupational academies for people with disabilities like Southside Occupational Academy: “they face new calls to shorten the time to completion, infuse remedial education with. . .skills training, and provide flexibility for students to balance work and school, while building long-term employability.”
f. Transportation and economic opportunity
    i. 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.”

Disability in the Chicago Region

Disability is a natural part of the human experience making it one of the fastest growing segments of the population. A strong region requires the equal opportunity, inclusion, and full participation of all residents.

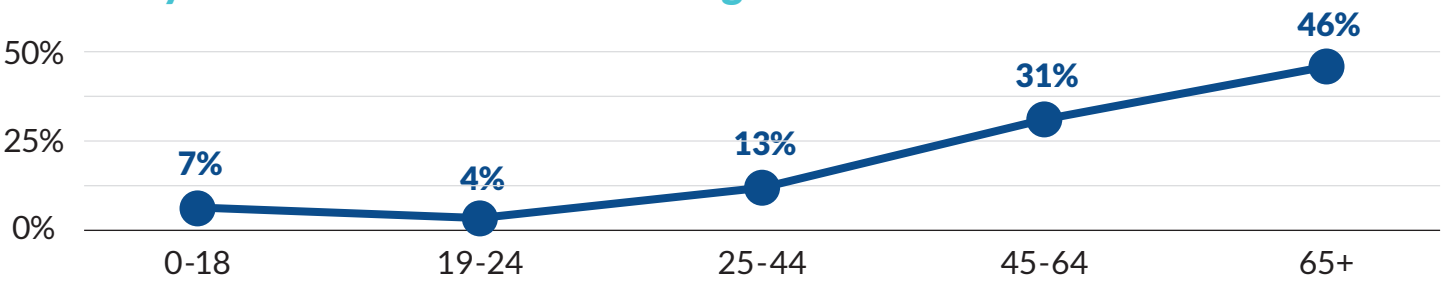
The Americans with Disabilities Act (ADA) defines disability as a physical or mental impairment that substantially limits one or more major life activities. Disabilities are both **visible** and **invisible**.

We are greater together.

Disability Impacts All Communities

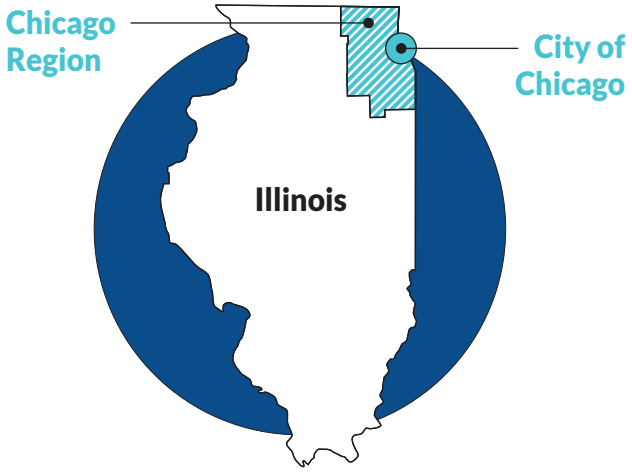
Throughout the Chicago region's 7 counties,* people with disabilities are our family, friends, neighbors, doctors, lawyers, and teachers. Over **800,000** residents – **approximately 10%** of the population – report having a disability. As our population ages, the numbers will continue to grow.

Disability Prevalence Increases with Age



1/2

In the Chicago region, **almost half** of people with disabilities are people of color.



2/3

In the City of Chicago, **almost two thirds** of people with disabilities are people of color.

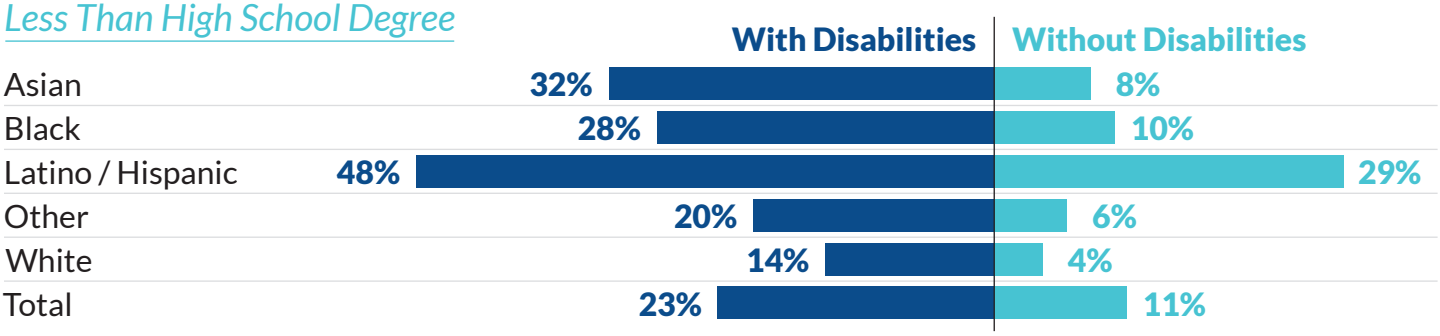
Yet, people with disabilities continue to have the lowest educational attainment and lowest employment rates of any minority group. As a result, the poverty rate is **twice** as high for people with disabilities compared to people without disabilities. **Creating a more thriving, vibrant region will not happen if we do not fix our systems to support and include people with disabilities.**

Education System Failures

Higher educational attainment is linked to long-term success in terms of income and employment. Students with disabilities make up a large share of Chicago's potential workforce. For example, in Chicago Public Schools alone, there are **57,000** students with disabilities – **14%** of total enrollment. Yet, in the Chicago region, **half** of people with disabilities either do not finish high school or only have a high school degree.

Lower Educational Attainment for People with Disabilities (18 and above)

Less Than High School Degree

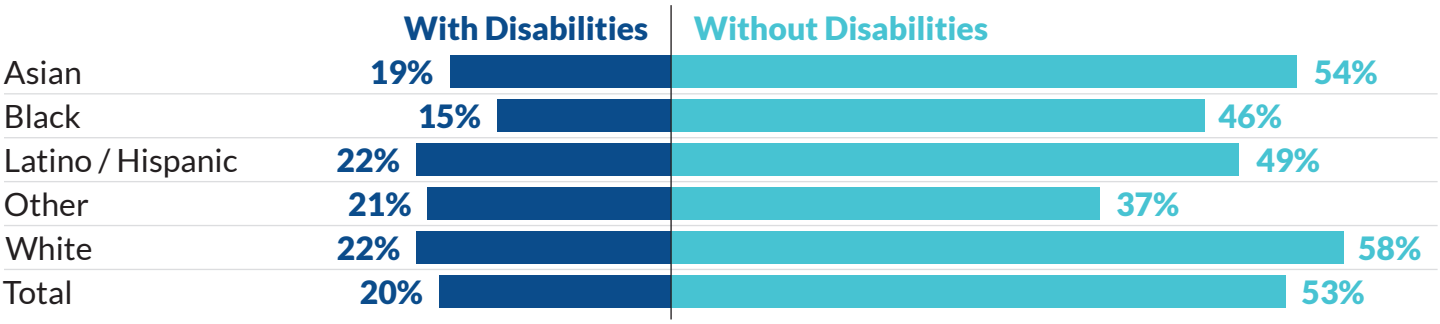


Together, our region can thrive.

Employment Gaps

While mounting evidence demonstrates that hiring this overlooked talent pool can increase productivity and reduce costly turnover, barriers persist both when seeking employment and while on the job. In addition to **low educational attainment**, barriers include **lack of transportation access**, **lack of employer knowledge** about how to provide specific accommodations at the job location, and **stigma**.

Lower Employment Rates for Working Age People with Disabilities (15 to 64)



Your Next Step: **Inform and Act.**

Take disability into account. For a list of resources that can help expand empowerment, promote equal opportunity, and increase the inclusion and full participation of all residents with disabilities, **visit cct.org/disabilitiesfund.**

* The Chicago region includes the Cook, DuPage, Kane, Kendall, Lake, Will, and McHenry counties.
All the information presented is based on the Chicago region, unless stated otherwise.
For more information regarding the original source material for the data presented, visit cct.org/disabilitiesfund.
ADA-PARC research produced by the Nathalie P. Voorhees Center for Neighborhood and Community Improvement.

disabilities fund THE CHICAGO COMMUNITY TRUST

THE CHICAGO COMMUNITY TRUST AND AFFILIATES

To: CMAP Executive Director, Joseph C. Szabo
From: CMAP's Human & Community Development Committee
RE: Recommendations to address equity in the ON TO 2050 Plan
Date: June 4, 2018

As organizations committed to the health and quality of life of individuals and families in the seven-county region of Chicago, the Human & Community Development Committee urges the Chicago Metropolitan Agency for Planning to adopt an equity framework for the ON TO 2050 regional plan.

The Human & Community Development (HCD) Committee recognizes the importance of the ON TO 2050 regional comprehensive plan in shaping the future of the Chicago metropolitan area. The principles laid out in this plan will influence decisions made by local governments as they work within and across jurisdictions to build stronger communities and a stronger region. The HCD Committee acknowledges the impressive work by CMAP staff on the planning process, including engaging both subject matter experts and community members on innovations that will improve quality of life in the Chicago region. It is with this recognition of the importance of ON TO 2050 that the HCD Committee recommends strengthening the plan by naming equity as a key component. We feel that this direction will elevate the current priorities by explicitly addressing longstanding, but often not spoken, issues that impede our region's success.

The HCD Committee defines equity as an answer to the historical and contemporary injustices experienced by people in marginalized positions, primarily related to racial and economic bias. Equity is achieved by intentionally and deliberately eliminating systematic inequities that are embedded in processes and policies adversely impacting marginalized people in a just and fair society. Equity is achieved when people achieve optimal life outcomes, reach their full potential and no one is deprived from achieving their potential due to racism.[1]

By explicitly naming equity, CMAP would be in line with other planning agencies that use an equity planning framework to advance and implement policies and practices to redistribute resources to historically marginalized groups.[2] ON TO 2050 would be better aligned with existing local, county and state health equity plans and initiatives, such as those under the purview of the City of Chicago,[3] Cook County,[4] Kane County[5] and the State of Illinois,[6] thus strengthening collective recommendations made in these plans and increasing viability of strategy implementation. In doing so, CMAP would position itself to provide forward-thinking guidance to local, regional and state decision makers on sectors with

[1] Chicagoland Equity Network. (2017). Equity Statement of Principle, accessed via: https://www.chiequitynetwork.org/
[2] Metzger, J. T. (1996). The theory and practice of equity planning: An annotated bibliography. *Journal of Planning Literature*, *11*(1), 112-126.
[3] Chicago Department of Public Health. (2016). *Healthy Chicago 2.0.* Accessed via: https://www.cityofchicago.org/content/dam/city/depts/cdph/CDPH/HC2.0Plan_3252016.pdf
[4] Cook County Department of Public Health (2016). *WePlan2020 Suburban Cook County Community Health Assessment and Community Health Improvement Plan*. Accessed via: http://cookcountypublichealth.org/files/pdf/weplan/weplan2020-report-111416-final-lr-for-viewing-online.pdf
[5] Kane County Department of Public Health. (2016). *Community Health Assessment and Improvement Plan.* Accessed via: http://www.kanehealthcounts.org/content/sites/kane/Kane_County_Community_Health_Assessment_and_Improvement_Plan_-_Nov_2016.pdf
[6] Il Department of Public Health. (2016). *Healthy Illinois 2021*. Accessed via: http://www.idph.state.il.us/ship/icc/documents/SHIP-FINAL.pdf

historical and well-documented ties to exclusionary policies and practices such as community development, jobs, transportation, taxation, land use, housing and the environment.
We recommend that equity be explicitly incorporated into the following elements of the ON TO 2050 plan:[7]

- Expand three priority principles to include explicit equity goals and indicators
    - Inclusive Growth: Move beyond the "inclusive growth" framework and consider a more targeted, explicit "equitable growth" framework. 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.
    - 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.
    - 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 necessity to improve the fiscal health of the region.
- Incorporate strategy recommendations that explicitly address structural racism within each sectoral chapter. Examples include:
    - Focus on the critical need for increased transportation (walking, biking and public transit) infrastructure better serving the needs of POC and LMI.
    - Reconsider any across the board tax increases which may have a disproportionate, adverse impact on POC and LMI residents. 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.
    - Address the need for strong policies and legislation to arrest gentrification and displacement in LMI neighborhoods and communities of color. In addition, 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.
- 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.
- Ensure that an equitable accountability process for implementation is detailed. 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. In addition, 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.

[7] Recommendations taken from Equiticity's feedback for the *ON TO 2050 Preview Report*, October 26, 2017.

The CMAP Human and Community Development Committee is tasked with providing advisory input ensure “a safe, healthy, vibrant, diverse and inclusive region where all residents contribute to the region's growth and have equal access to the region's assets.” Thus, we contend that without explicit inclusion of equity within the ON TO 2050 plan distribution of resources will continue to favor those who currently benefit and marginalized groups will bear the burden and negative consequences of future development.

Therefore, the HCD Committee urges CMAP to define and call out equity as a critically important strategy for improving the lives of the most marginalized and disenfranchised in the region, POC and LMI residents, which has been shown to improve quality of life for everyone. Through this stance, CMAP will position itself as a stronger leader and more able to move our region forward.

Signed,

CMAP Human and Community Development Committee

Active Transportation Alliance
Advocate Health
Austin Coming Together
Benefit Chicago
Center for Neighborhood Technology
Chicago Community Trust
Chicago Cook Workforce Partnership
Chicago Department of Public Health
Chicago Lighthouse
Chicago Mayor's Office of People with Disabilities
Chicagoland Equity Network
Cook County Bureau of Economic Development
Cook County Department of Public Health
DuPage County Community Services
Equiticity
Erie Neighborhood House
Google Chicago
Health and Medicine Policy Research Group
IFF
Illinois Partners for Human Service
Illinois Public Health Institute
Kane/Kendall Council of Mayors
Lake County Health Dept. & Community Health Center
Legal Council for Health Justice
Metropolitan Planning Council
Northeastern Illinois Area on Aging
Regional Transportation Authority
Rush Center for Community Health Equity
Small Business Majority
Village of Hanover Park-Village Clerk
Wellcare Health Plans, Inc./Harmony

Lydia Scott

Chicago Region Trees Initiative, The Morton Arboretum

lscott@mortonarb.org

630-719-2425

The Climate Change section talks about natural resources as if they are one particular area - not integrated into the landscape across communities. There should be mention her about heat island and how trees and other green spaces can reduce those impacts. There is a sentence that says that "local government should promote and require practices that support green infrastructure. What about protect existing spaces where mature trees are located. Trees in the Chicago Region are a significant help to climate impacts. They sequester 677,000 tons of carbon per year, they store 17 million tons of carbon, the reduce energy consumption by $44 million annually reducing green house gases. We have a great heat map that shows where trees are located temperatures are lower if that would help.

The bottom line is that natural resources need to be where people live so they can have direct benefits not just some place outside of town.

Lydia Scott

Chicago Region Trees Initiative, The Morton Arboretum

lscott@mortonarb.org

630-719-2425

There is no mention of the costs of green infrastructure. The loss of mature trees during a development project cannot be replaced for tens of years. Protection and preservation of these resources should be considered - especially when considering the benefits they provide - clean air and water, heat reduction, property values, etc.

Coalition for a Modern Metra Electric

August 9, 2018

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 is a group of citizens and organizations that want improved service and easier connections on the Metra Electric. This means frequent trains throughout the day (every 10 to 15 minutes) with a combination of local and express trains. Fares should be restructured to be more equitable, so they match CTA fares within the city. Fare payment should include using the Ventra card for seamless transfers between the Metra Electric, CTA, and Pace. Stations should be upgraded to be clean, bright, safe, and accessible. (https://www.modernmetraelectric.org/)

This sort of fast, frequent and flexible service is now common around the world on commuter railroads, and is often called Regional Express Rail (RER). The Metra Electric's four-track, grade-separated and electrified main line is a tremendous asset, and was designed to host a combination of all-stop rapid transit and express commuter service.

We know the Metra Electric can handle this frequency and level of service because it did in the past. Examining a timetable from the 1940s reveals trains every 10 minutes from downtown through Hyde Park and onto the South Chicago branch, plus trains every 40 minutes down the Main Line to the south suburbs and on the Blue Island branch. And this was the mid-day, off-peak service level. Rush hour saw even more frequent service, made of a combination of local and express trains. With improvements in train and signal technology, we could certainly match or beat this level of service today.

For more on the history of the Metra Electric, we recommend reading "From Commuter Rail to Regional Rail: Operating Practices for the 21st Century" by John G. Allen.

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. Compared to building a new transit line from the ground up, it could also be done relatively quickly.

Metra Electric service could be further enhanced by connecting and electrifying the line from McCormick Place to Union Station and the north and west sides, as the Midwest High Speed Rail Association's CrossRail plan proposes.

Thank you for considering the CMME proposal, which includes both local and express trains, as part of ON TO 2050.

Linda Thisted, on behalf of the Coalition for a Modern Metra Electric

linda.thisted@gmail.com

From: Brook Mcdonald <bmcdonald@theconservationfoundation.org>
Sent: Tuesday, June 12, 2018 12:08 PM
To: Jason Navota <JNavota@cmap.illinois.gov>; Jane Grover <jgrover@cmap.illinois.gov>
Subject: RE: Connecting

Hey guys- just finished a quick look through of the environmental chapter. It was very well done and we support all of your recommendations. Here are just a few thoughts:

- I don't know who the audience is for this plan, but if it is for the "public," I would reiterate my previous comments on words and messages.
- I like that you encourage as part of water protection the protection of open space. Protecting open space is huge for storing and cleaning our water.
- Thanks for mentioning the watershed work groups. As you know, we do things very differently in our three work groups (DuPage River Salt Creek, Lower DuPage River, Lower Des Plaines River) than the Fox River Group)
- Dam removal and chloride reduction, as well as restoration, is our main strategies to make our rivers healthier. This is based on our research and data. Stephen on my staff can explain more details. I am probably over-simplifying this.
- In conservation developments, there needs to be a strategy for permanent funding for the long term management of the natural areas within the development. See attached on how we do it. It doesn't make sense for natural areas to be preserved, restored or created in a development and then let the HOA not take care of it and it turns to crap. That gives natural areas, or restored/created areas, a bad name. Not every area needs a conservation easement, though.

Thanks and great job!!!

Brook McDonald, President/CEO
The Conservation Foundation
10 S 404 Knoch Knolls Road
Naperville, Il 60565
(630) 428-4500, ext. 112
www.theconservationfoundation.org
We Save Land. We Save Rivers.

Natural Areas Assurance Program for Developments

The Natural Areas Assurance Program for Developments provides assurance to the municipality, the regulators, the future occupants and the community that the natural areas and open space within the development is protected from further development and that the natural resources and functions will be maintained forever.

Increasingly, land that contains important natural features is being considered for development. Some of this land has conservation values that need to be protected. On the other hand, some contain degraded or virtually non-existent natural environments. *We believe that the development process offers a wonderful opportunity to protect and restore natural areas.* In other words, our interest in working with developers is to be able to *increase* the conservation values of the natural areas within the development and to educate new homeowners on the environment.

To participate in the Natural Areas Assurance Program:

- The conservation easement will be tailored to protect the specific natural values and functions of the land.
- An easement defense fund is required. This fund will pay the annual costs of monitoring the easement and the costs to defend the conservation easement, if necessary, in court. We will consider the easement area's size, complexity and risk when assigning a value for the fund. This is typically paid by the developer prior to obtaining permits.
- A fund of $10,000 is required upfront to pay for The Conservation Foundation's legal costs to establish the conservation easement. If TCF's legal bills are less than $10,000, a refund will be made for the difference. If TCF's legal bills are greater than $10,000, no additional funds will be required from the developer.
- Management (and restoration if necessary) in order to bring the entire conservation easement area up to a sustainable level (Floristic Quality Assessment Index of 35+) is required.
    - This restoration, typically funded by the developer, will cover all existing and created natural areas.
    - The Landscaping Plan and Short-Term Management Plan for this period will be reviewed and approved by TCF.
    - There needs to be coordination between contractor responsible for the restoration of the natural area and any other construction or landscaping that is done within the development.
- We require ongoing, fully-funded maintenance and management in accordance with a Long-Term Management Plan that will be part of the easement document.
    - The funding could be accomplished through a one-time endowment, transfer fees, a specially-dedicated Special Service Area tax, or separate, dedicated assessments on the lot owners deposited into an account controlled by TCF expressly for ecological management activities. TCF's educational efforts and contract management will be part of this funding arrangement. TCF will hire appropriate, qualified contractors, when needed, to carry out ecological management activities.
    - The Long-Term Management Plan (including a 5-year cycle of site evaluation, management recommendations, and bidding process) will be reviewed and approved by TCF.

Placement of buildings will allow proper management techniques (i.e, burning, herbiciding, etc.).

- Preferred ownership of the conservation easement parcel is with an appropriate public agency or private conservation organization.
- A boundary marking plan will need TCF approval. In general, conservation easement boundary corners will be clearly marked with permanent monumentation; lengths in excess of 250 yards shall have additional monuments for each 250 yard stretch. An electronic spatial file for the easement area with accompanying metadata, along with paper drawings, will be furnished to TCF.
- TCF will be the ecological manager of the vegetation only; trail and stormwater infrastructure maintenance will remain with the property owner.
- Property owner governance documents must address the perpetuity and management of the natural areas.
- Characteristics of the land and circumstances may necessitate other requirements.

It is our hope that, through these activities, we can all achieve a more beautiful, healthy environment for your community. Call Dan Lobbes (630) 428-4500, extension 201 for further information.

Comments on the "On to 2050" Regional Plan

Community Section

1) General Comments

"Protecting agriculture" is a theme found throughout the regional plan. However, we were unable to locate a definition in the Plan for what is meant by agriculture. We believe that the term "agriculture" should be defined in terms of land use - for a collection of purposes including crop and livestock production & keeping (cows, pigs, horses, chickens, goats etc), 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. We respectfully request that a definition of agriculture including parcel size and land use types should be added to the Plan.

The complimentary and supportive nature of low density housing (1 to 5 acres) in and adjacent to agricultural areas is not presently mentioned as a potential safeguard to help preserve valuable agricultural resources.

An overlay district may be a useful tool for ensure that future land use is compatible with existing agricultural and small acreage property use. Drawing from some current overlay districts for preserving and protecting the character of a locale such as the Historical Preservation Overlay District (Barrington); Legacy Waterfront Neighborhood Overlay District (McHenry County); Downtown Overlay District (McHenry); Horse Barn Overlay District (Des Plaines) – we would like to suggest that the regional plan should include exploration of the possibility of creating Agricultural Legacy Overlay Districts. An Agricultural Legacy Overlay District could safeguard the portions of our region comprising a rural landscape that provides a high quality of life and is characterized by a unique composition of rural economy uses, working agricultural lands, open space and a limited residential base. Such an overlay district which is insulated from high density development by requiring low density subdivision, when compatible with existing land use protects not only existing working farms, but also the investments in recreational amenities (such as horseback riding trails and facilities for horseback riding) that have been made by the Park Districts, Forest Preserves and the Conservation District that presently have low density development allowing for horsekeeping nearby.

Vibrant communities and diversity in housing options are stressed in the Plan, along with mention of an older overall population. The need for flexibility and choice in housing are discussed, and we agree. However, we believe that some elements that should be part of the flexibility/choice in housing are missing. For example, interaction with/caring for pets is one way to remain emotionally and physically healthy into one's senior years. And many individuals require support/service pets for physical and emotional reasons. Yet we were

unable to find mention of a need to plan for and expand housing which is pet friendly - either 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. The Plan doesn't appear to currently recognize the segment of the population that seeks to escape a congested urban center and live closer to the land, with animals.

We also feel that the link between the "Community" and "Prosperity" sections of the Plan is lacking. That is, the way housing is planned should be supportive of the present economic drivers (cluster industries) and emerging industries. For example, we believe that certain types of housing; such as low density residential housing and farmettes are appropriate pieces of both the "community" puzzle and the "prosperity" puzzle. The low density residential housing or farmettes require the produce of the larger agricultural parcels – be it the hay grown, the livestock bred, etc. We suggest that the types of housing in the Community section should be aligned with the industry types discussed in the Prosperity section. This comment would apply not only to agriculture; but also for example to start up business incubators. Where the incubators are located; rental, compact or high density housing may be most appropriate.

Our specific ideas for incorporation of these principles into the Plan are discussed below.

2) Suggestions for specific changes to draft language

Page 19: At the same time, the region will continue to expand. Development on agricultural, natural, and other open lands at the region's perimeter can help achieve community goals, but can incur substantive costs. Communities should consider the long-term benefits and costs of new development, whether that be associated with building and maintaining new infrastructure, market viability for the remaining agricultural uses, or consumption and degradation of natural assets. Areas with potential for new development -- termed Coordinated Growth Areas -- can carefully expand in ways that require less infrastructure, improve short- and long-term fiscal impacts, and promote quality of life. Strategically planning for conservation of natural areas and key agricultural lands, combined with sensitive development practices, enhances both natural and built environments. **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.**

Page 23: Protect agricultural and natural land through local planning processes

As the region's population grows, valuable agricultural and natural resources will continue to face development pressure, particularly in locations within or adjacent to municipal boundaries, as highlighted in the Coordinated Growth local strategy map. Identifying agricultural and natural lands in local, county, and regional planning and development efforts signals their importance and helps communities recognize the contributions of such lands to local and regional economies, ecosystems, and character. For example, Kane and McHenry counties identify agricultural and natural lands in their

future land use maps. While their plans acknowledge that anticipated population growth could result in the conversion of undeveloped land, much of the existing agricultural and natural land cover is anticipated to remain in its current use. These plans also direct new development toward locations with or adjacent to existing infrastructure. Municipalities and counties can also leverage their regulatory processes to improve the relationship between development and agricultural and natural resources. For example, updating development ordinances can support preservation of valuable natural assets and the corridors between them, and minimize the impact of new development on agricultural and natural resources. Local governments can use a number of different strategies, including agricultural and natural resource zoning districts, **agricultural legacy overlay districts, horse barn overlay districts,** 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. **Rural, exurban and agricultural areas of farms, farmettes and agricultural enterprise are ideal locations for conservation easements. To support the region's environmental goals, conservation easements in these areas should be encouraged.** Conservation oriented development and clustering can help preserve natural resources while accommodating broader community goals for development. Even without clustering, development can be designed to protect the existing natural resources and use them as inherent assets of the site. **For example, encouragement of low density development within or adjacent to large farms minimizes friction between the farmer or larger landowner and the adjacent homeowners. The synergy between a large acreage property in agricultural use and nearby smaller farmettes (non-compact parcels such as estate zoned housing) should be taken into consideration as a tool helpful to the preserve the rural character of an area as well as to augment preservation efforts for agricultural lands and natural resources.** This strategy also appears in the Environment chapter under the recommendation to Integrate land preservation into strategic growth efforts. 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. CMAP and partners should quantify the agricultural system's contribution to the regional and local economies to better inform local economic development strategies, land use planning, and transportation investments.

Page 24: CMAP should refer to the Conservation Areas local strategy map to inform long-range transportation planning and programming. Local governments should adopt conservation-oriented development standards and avoid development on key natural areas. Local governments should conduct detailed development site inventories of natural resources and first attempt to avoid, reduce, and then mitigate the natural resource impacts of development through actions such as protecting existing assets and conservation areas. CMAP should investigate conservation design practices that work best with agricultural activities. **Low density development is also an option to conservation design; taking into consideration that low density development has enduring appeal for a segment of the population and is a method for private open space preservation and method for conservation of natural resources.**

Page 32: Reinvestment for vibrant communities

The region's population overall is growing older and more diverse, businesses' location preferences are changing, and more residents want to live in walkable communities. Strong, livable places offer a range

of housing, transportation, employment, and amenity options to meet these changing needs. While their character varies according to local goals, vibrant destinations and communities attract activity and investment. Strategies to shape these communities build on each other and also contribute to regional resilience. For example, **many older residents prefer to age in place as long as possible. If their home is on a larger parcel of land where they can continue to tend their vegetable gardens and flowers, or keep pets including large animals, planning should be flexible and inclusive enough to accommodate and set aside some areas to retain low density (larger acreage) housing options. Recognizing the complementary nature of low density housing and agricultural lands, a vibrant regional housing inventory will continue to have such options in the future. At the same time, where appropriate near developed and populous centers,** compact development patterns support cost-effective transit service and also facilitate walking and biking; transit and non-motorized options, in turn, improve mobility and public health and also reduce GHG emissions; these prioritized investments reduce infrastructure costs and promote fiscal sustainability. Fostering strong places throughout the region provides many opportunities for improving quality of life and economic results for the region's residents and businesses.

Prosperity Section

1) **General Comments**

The concept of considering industry categorization as clusters is an interesting one. However, the current 16 local clusters and 51 traded clusters which are already defined may not adequately capture all the drivers of our regional economy. 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.

We suggest that in addition to tracking the already identified cluster categories important to our region, 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 cluster mapping model may fail to adequately capture all of our region's economic activity, so we suggest that CMAP should invest some efforts into stress testing this existing model of economic power as it applies to our region. For example, we cannot see how cluster mapping captures any of the economic advantages built in and around the equine industry, with the exception of "racetracks". The equine industry is an important component of our rural, agrarian economy, yet overlooked by the cluster mapping rubric. An incredible range of goods and services are required for horse ownership. Due to the fact that the needs for services are hands-on; and the need for purchase of products in bulk, horse owners make local expenditures; injecting dollars into the local economy. Veterinarians, farriers, trainers, carriage drivers, grooms, and chiropractors are just a few of the categories of service jobs in the industry. Goods bought in bulk include lumber, hay, shavings, and feed. Small businesses selling tack, feed and clothing for equestrians, and

contractors such as fence installers; barn builders and manure disposal contractors are numerous in the region. Horse boarding operations and show venues for competition are found throughout the region, and add to the local economy as well. Horseback riding enthusiasts from across the US and foreign countries come to our area for competition and recreational trail riding. The disabled, veterans and mentally ill people receive hippotherapy treatment to regain health. This local ecosystem should be encouraged with plans and policies to help it continue to thrive in our region.

Other economic contributors that might not be captured adequately by cluster mapping include internet entrepreneurship; the gig economy and home-based businesses.

We also think the complementarity of certain types of land use; and the need to preserve those types of land use in order to sustain local economic activity derived from that land use should be more strongly emphasized in the Plan. For example, 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.

Our specific ideas for incorporation of these principles into the Plan are discussed below.

2) **Suggestions for specific changes to draft language**

Page 67: ON TO 2050 seeks to improve our region's ability to adapt in a changing global economy and to thrive by reducing economic inequality. Metropolitan Chicago needs to improve opportunities for employment and robust economic output while taking deliberate steps to ensure prosperity for all. These goals -- economic opportunity and growth -- are inextricably linked. As our prolonged slow growth continues to lag behind peer regions, lower- and moderate-income residents are leaving to seek economic opportunity elsewhere. Sustaining broad economic growth requires improving the region's business environment to enable industries and workers alike to compete globally and prosper locally. **It is therefore imperative to have a complete picture of all of the existing forms of business or industry contributing to the regional economy (even those outside conventional cluster mapping categories); and to capture the "green shoots" of brand new business types.**

Page 69: Many factors contribute to a region's success, like the quality of its infrastructure, workforce, diverse and advanced industries, civic leadership, **rich variety of housing choices** and institutions of education and research. These assets are at the core of our competitive advantage as a global economic center and serve as the foundation of future economic opportunity and growth. Today, people, goods, services, knowledge, and capital move across borders with growing frequency. Increasingly complex supply chains extend globally, and some employers can more easily access a worldwide workforce. Strategies to achieve the region's economic goals must be similarly nimble and responsive in a changing global economy.

Page 75: CMAP and research partners should continue to analyze globally traded clusters and research the unique transportation, land use, innovation, and human capital needs of specialized clusters. CMAP and research partners should provide guidance to local partners on best practices for zoning, development, transportation investments, and other tactics that support traded cluster growth. **CMAP and research partners should ensure that there is a proper analysis of our region's economic diversity, by seeking out and quantifying the economic impact of business categories found in the region that are not reflected by cluster mapping.**

Page 76: **Analyze the planning needs and opportunities of local clusters**

Cluster-oriented economic development tends to focus on traded clusters because they serve national and global markets and have significantly higher levels of productivity, wages, and patenting.[8] Some research has also begun to explore the role and needs of industry clusters that serve local businesses and residents. These local clusters provide the economic foundations that businesses in traded clusters rely on to operate. For example, such clusters provide most local healthcare services, education and training, utilities, industrial and vehicle repair services, and local commercial and personal services. These clusters tend to appear in metropolitan areas across the U.S. at concentration levels proportionate to a region's population and the traded businesses they service.[9] **Though cluster mapping is a useful tool for gauging the economic health of a region, it is important to also consider economic engines and industries of our region that are not currently accurately assessed by this model.**

Both traded and local clusters have discrete functions in the regional economy and distinct infrastructure, land use, and employment needs.[10] Local business-to-business clusters, such as those selling industrial products and commercial services, depend on a transportation system that moves goods efficiently within the region. They also tend to boast higher levels of minority ownership and are well-represented in underserved or lower income areas.[11] Additional cluster-oriented strategies -- such as opening up institutional and corporate procurement chains to a more diverse set of suppliers -- can reflect the broad set of opportunities within local clusters. **Strategies that support agriculture such as Agricultural Legacy Overlay Districts would have a triple benefit: they boost the local economy, they conserve the land, and provide a healthy outdoor lifestyle. The region's land development approach can include limitation of 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.** Further analysis of the region's local industry clusters will help formulate plans to address their challenges and opportunities.

Economic Impact of the Horse Industry
IN ILLINOIS

Total Value Added to the Illinois Economy:
$2 billion

Direct Contribution to GDP:
$1.1 billion

Total Employment Impact:
25,594 Jobs

Direct Employment Impact:
19,771 Jobs

150,367 horses in Illinois- making it the **the eighteenth largest state** in terms of horse population

Horse Ownership, Equine Institutions & Profit Making Organizations, and Tourism Spending by Participants and Spectators combine for a

$3.23 billion economic impact

In total, 30.5% of households—or 1.6 million in Illinois—contain horse enthusiasts.

69,000

Number of Illinois residents volunteering their time for horse-related activities.

645,000 acres of land in Illinois used for horse-related purposes.

ECONOMIC IMPACT
The Racing Sector

supports **9,565 jobs**

adds **$766 million** in value to the state economy

Racing Sector Total Economic Impact of: **$1.16 billion**

ECONOMIC IMPACT
The Competition Sector

supports **6,296 jobs**

adds **$386 million** in value to the state economy

Competition Sector Total Economic Impact of: **$630 million**

ECONOMIC IMPACT
The Recreation Sector

supports **4,804 jobs**

adds **$269 million** in value to the state economy

Recreation Sector Total Economic Impact of: **$429 million**

ECONOMIC IMPACT
Equine Therapy

supports **275 jobs**

adds **$12.6 million** in value to the state economy

ECONOMIC IMPACT
Equine Rescues & Sanctuaries

supports **17 jobs**

adds **$890,000** in value to the state economy

AMERICAN HORSE COUNCIL FOUNDATION

Information provided by the American Horse Council Foundation. Copyright 2017.

Mark Johnston

The Field Museum

mjohnston@fieldmuseum.org

3126657415

The sections I have reviewed of the plan overall look good to me. In the section sub-titled âDevelopment practices that protect natural resources starting on page 144, I was pleased to see references to continuity and connectivity of natural areas via open space corridors, and that these are cited as critical to protecting native species and systems. My main comments this round pertain to the proposed suggestions related to the Conservation Areas local strategy map especially as described on page 157. The first suggestion provided on the bottom section of this page calls for counties, forest preserves and conservation districts, and municipalities to create green infrastructure plans. I am wondering what the mechanism will be for adding these updates, and at what scale will green infrastructure plans be considered for incorporation into the CAL. I ask this since the CW funded sustainable watershed action team (SWAT) plans in many parts of the regions have not been incorporated into the CAL my understanding is that only county-wide plans will be incorporated for consistency. However, this first recommendation requests infrastructure plans at the forest preserve districts and municipalities scale. A passage above also says that the CAL will act to â€œcoordinate efforts across jurisdiction boundariesâ€ to connect large natural areas. Will the CAL play this role of grand convener if it is not capturing smaller-scale GI plans? My other question is if the updated CAL data layers are available for review as well. Some of our staff at Field Museum, me included, are interested in seeing how this dataset will be rolled out, shared, and maintained. Thanks for reviewing my comments.

Mark Johnston, Ph.D.

Keller Science Action Center

Field Museum

312-665-7415

John Quail

Friends of the Chicago River

jquail@chicagoriver.org

312-939-0490 x. 20

August 14, 2018

Chicago Metropolitan Agency for Planning

233 South Wacker Drive

Suite 800

Chicago, IL 60606

To Whom it May Concern:

Thank you for the opportunity to comment on the ON TO 2050 draft plan. We commend the Chicago Metropolitan Agency for Planning (CMAP) staff on their hard work and diligence to delineate a path for sustainable, resilient, regional development. Friends of the Chicago River (Friends) represents thousands of river stakeholders and advocates who live and work in the region. We value our continued role as partners with the CMAP as we look for innovative solutions to deal with future regional development that are friendly to our waterways and the people, plants and animals that use them.

Overall, Friends thinks that ON TO 2050 lays out a realistic, achievable path towards ensuring that regional development is planned for using the latest techniques and tactics focused on sustainability and resilience. One aspect that seems lost in this discussion is the overall benefit healthy habitat has on ecosystems. In the Community chapter, achieving Resilience is defined by â€œby preserving high quality natural areas, incorporating sustainable practices into all developments. High quality natural areas, by definition, include quality habitat, and that should be reflected in this section and throughout the document. Habitat destruction is a threat and should be noted as such. Friends would like to see improving and enhancing habitat in both blue and green open spaces as part of the goals of ON TO 2050. Habitat improvement and enhancement creates a more healthy and robust ecosystem that provides multiple benefits beyond habitat, such as filtering water and air.

Friends also has comments specific to individual sections in the report as explained in the following:

Environment

- Friends commends CMAP for recognizing the wide range of values associated with healthy open space and natural lands, from fostering a high quality of life to the immense economic value of a healthy environment for the region.
- Friends agrees that watershed planning is a key component to achieving the principles and goals set forth throughout the document. The movement of stormwater through the region will shape and define all future developments throughout the region.

- Friends is a strong advocate for the use of green infrastructure throughtout 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.
- On the use of the term Chicago Area Waterways System (CAWS): it is important to note that CAWS is a term created during a quasi-legal proceeding to describe a subset of the Chicago River system. In our opinion it is more appropriate to use the actual names of the waterways to avoid confusion. We object to the use of CAWS in this context.
- The section titled Address the unique challenges of Lake Michigan and its tributaries is problematic for Friends. This section 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.
- Also, preserving, protecting and enhancing Lake Michigan shoreline habitat is of the utmost importance, but preserving habitat throughout the region is equally important. We would like to see the emphasis on the Lake Michigan shoreline habitat extended to all of the unique ecosystems in our region.
- Finally, in the section titled, Protect and steward high-priority natural areas, we would like to see an increased focus on the assessment, protection, and enhancement of key habitat areas. This section needs to look beyond the use of green infrastructure and development tools to achieve the goal of protecting and stewarding high-priority natural areas. Habitat is a necessary component of a healthy ecosystem and this needs to be made clear in the report.

Governance

- With a focus on the Chicago River and its associated waterways Friends is particularly interested in governance and oversight of the Metropolitan Water Reclamation District (MWRD). We would like to see more emphasis in the report on our local units of government 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.

Friends thanks CMAP for the opportunity to comment on the ON TO 2050 draft plan. Feel free to contact John Quail at jquail@chicagoriver.org, or 312-939-0490 x. 20, if you have any questions regarding these comments.

Best,

Margaret Frisbie

Executive Director

Friends of the Chicago River

Employ Macro-Analysis

Sidestep the Micro-Analysis Trap

It is the ability to choose which makes us human. Madeleine L'Engle

Macro-Analysis – Free Thinking

Step 1: Pick a subject – See all sides – Explore the literature – Call experts

Step 2: Gather agency data – See justifications – Include what they leave out

Step 3: Survey US and worldwide alternative solutions – Compare with home

Step 4: Review cost-benefit analysis – Make your case heard – Enjoy sharing

When we believe in the impossible, it becomes possible, and we can do all kinds of extraordinary things.
Madeleine L'Engle

Subject: Air Quality and Transportation

The Clean Air Act (CAA) Section 176(c) establishes the framework for improving air quality…[so that transportation] funding…[is] consistent with air quality goals.

The CAA requires that (TIPs) and (SIPs) will not cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS)…

Northeastern Illinois does not attain air quality standards…[for] 8-hour ozone…[or] (PM2.5). The region[‘s]… transportation [must] help to reduce pollutants…

“Conformity” the…project must not cause or contribute to any air quality hotspots…

IL DOT's Response – MICRO-ANALYSIS (hiding something?)

The annual PM2.5 design value for the receptor with the maximum concentration for each scenario ranged from 13.2 µg/m3 to 13.8 µg/m3 for the 2040 No-Build Alternative and 13.4 µg/m3 to 14.0 µg/m3 for the 2040 Build Alternative. The annual concentrations of PM2.5 for the 2030 interim year ranged from 13.4 µg/m³ to 13.8 µg/m³. The results of the analyses show that the modeled hot-spot PM2.5 concentrations do not exceed the annual PM2.5 NAAQS for the Build Alternative, No-Build Alternative, or 2030 interim year of the Build Alternative. As a result the project was found to conform and no PM hot-spot mitigation measures were required.

Like it or not, we either add to the darkness of indifference and out-and-out evil which surrounds us or we light a candle to see by.

Madeleine L'Engle

EPA Conformity Process (micro-analysis) Results

Using USEPA methods, IDOT and the Illinois Tollway prove that the $4-5 billion new highway project to circle O'Hare Airport will do no more harm to our air quality.

"The Ring Road," says Elk Grove Village Mayor Craig Johnson (a Director on the Illinois Tollway Board), will reduce travel times by 7 minutes (25% saved), while "Accommodating three times as many vehicles per day as local roads previously carried."

Use micro-analysis, spend $5 billion + 3Xs more cars = conformity (no more NOx).

This is what CONFORMITY looks like!

Conclusion

The 4-step macro-analysis method (explore, gather, compare, and share) can avoid the micro-analysis trap and lead to innovative change.

The above is just one example of how a good thing (Conformity) can be twisted to achieve an unjust end. Other examples abound…auto-congestion, infrastructure funding, gentrification, cost/benefit analysis, etc. All of these subjects can be a micro-analysis problem, or not. Continue to fall for micro-analysis, or free your mind and go macro.

"Don't try to comprehend with your mind. Your minds are very limited. Use your intuition."
— Madeleine L'Engle, A Wind in the Door

GEO - Grassroots Environmental Overhaul

ANOTHER BOGUS BUDGET WITH YOUR MONEY

Dear Transport Chicago,

The FY 2018-2021 Statewide Transportation Improvement Program (STIP) is a four-year summary program of highway, transit and intercity rail projects that totals $26.251 billion.

Your tax dollars are now committed to a 60-year-old stale transportation strategy that makes little overt mention of bicycles or pedestrians or electric commuter rail. This is an old plan that fails to address current needs.

The Metro-Planning Agencies point out over and over what we need to make ours a robust sustainable regional transport system and this is not it!

It doesn't matter that < ½ of 1% of the STIP is going toward Safe Routes to School, or that 0.000076% of STIP is going toward City of Chicago bikeways. It will be a lost cost without a real change in priorities.

This budget shows that state lawmakers can't see the huge role that biking can have in making our state healthier, safer, and more prosperous — all while reducing greenhouse gases. We will continue to scratch and claw for leftovers.

Why is our government stuck on failed policies rather than doubling down on clean renewables, like biking and walking, and electric mass transit?

Will you stand with us and say no to new lanes and highway projects? Will you say yes to lifesaving, renewable energy propelled bike, walk and transit?

Together In High Gear,

Mike Erickson, GEO
Happy Cycle Highways

New Goals – New Life – Yield to a New Agenda! By Cyclist, Mike Erickson, revised 5/31/2018

The Citizens' Climate Lobby (CCL), calls for a U.S. bipartisan carbon fee and dividend plan to reduce CO2. (1). As a bicyclist I feel it is imperative that transportation agencies embrace CCL and use modern techniques to measure carbon pollution created by roads…as required by law (2). Less CO2 will reduce carcinogenic diesel fumes, other pollutants, noise, crash deaths, and congestion. Done properly, implementing highway planning changes to reduce GHGs should keep federal funds flowing to Illinois and achieve a transportation transformation.

Most roadways discourage people from walking and bicycling. This fact needs to be part of the calculations on new project impacts. Analysis is biased toward more new and "better" roadways for cars. CO2 reduction can serve as a proxy for neighborhood health and happiness. Planners should also reanalyze past projects to learn from mistakes. As we identify and build alternatives to "bad" roads we can then reduce maintenance and modernization of "bad" roads that should not have been built in the first place (3). Focus on reducing single-occupant vehicle (car) trips, and vehicle miles traveled (VMT).

A strategy to achieve CO2 reduction will reduce cars on the road, reduce VMT, provide for electric railroads and buses, and support infrastructure that promotes biking and walking. Now is the time to create performance-driven, outcome based transportation planning that shifts focus to "alternatives modes." Transportation Departments will have justification to building new infrastructure, and take out old infrastructure, based on a full life-cycle environmental cost-benefit analysis.

If the physical and mental health benefits of walking and bicycling is factored into the transport planning process standard road projects cannot compete. Gross Domestic Happiness wins out. (4). Elevated bicycle highways, pedestrian facilities, electric trains and transit will always out-compete daily gridlock in single-occupant motor-cars. Road maintenance and "alternative" infrastructure will be primary. No new lane projects should go forward in Illinois – they increase pollution over time.

Get busy with re-quantification. Redo the obsolete "GO TO 2040"project and financial plan. The $12.33 billion set aside for fiscally constrained high-priority projects must be redlined from the plan. The $359 billion in federal funds devoted to maintenance and modernization over the next 20 years is suspect (5). How much of this "need" may also end up cut? We as a region and a nation have new goals for transportation. The shift is now to life-sustaining human power.

(1) CCL Keynote Address: Energy Transformation and Carbon Pricing by Dr. Elisabeth Moyer, Associate Professor in the Department of Geophysical Sciences at the University of Chicago, Great Lakes 2017 Midwest Regional Conference of CCL, Saturday, October 28, 2017.

(2) https://www.nrdc.org/experts/amanda-eaken/we-sued-and-administration-backs-down-transportation-rule

(3) http://www.durangogov.org/DocumentCenter/View/8551

(4) http://journals.humankinetics.com/doi/abs/10.1123/jpah.8.s1.s49

(5) http://www.cmap.illinois.gov/about/2040/regional-mobility/capital-projects/priority-capital-projects

8/7/18

Dear Jane and CMAP Team,

Thank you for all of your hard work preparing this comprehensive regional plan. I was impressed by the detailed goals for more inclusive regional development.

I was disappointed that urban agriculture was not included in the section on agricultural preservation and conservation. Urban and peri-urban agriculture can be used as development tools to meet the increasing demand for local and organic food. Simply preserving our current agricultural system, which is primarily soy beans and corn in Illinois, does not prepare us for a more diverse agricultural system that needs to exist in the future.

Illinois has the best soil in the country, and there is a huge potential to develop a diverse vegetable based agricultural system that can compete with other regions that will be harder hit by climate change.

Urban agriculture has huge potential for development in communities that have suffered from disinvestment over many years.

I urge you to include more development of urban and peri-urban agriculture in the final report.

Thank you.
Best regards,
Harry

Harry Rhodes
Executive Director
He/Him/His

Growing Home Inc.
2732 N Clark St., Suite 310
Chicago, IL 60614
773-549-1336
773-904-7728

OFFICERS
Chairman
MARK BARKOWSKI
F.H. Paschen

Chairman Elect
JOHN KAPOVICH, JR.
S & J Construction

Treasurer
JULIE BERGER CHAMBERLIN
Berger Excavating Contractors

DIRECTORS
DAVID P. CROSSON
HNTB

MICHAEL DECAIGNY
Assurance Agency

TOD W. FAERBER
Dunnet Bay Construction

CHARLES J. GALLAGHER
Gallagher Asphalt

JOSÉ M. GARCÍA
Natural Creations Landscaping

ROBERT G. KRUG
K-Five Construction

ROBERT KUTROVATZ
Martam Construction

DAVID H. LORIG
Lorig Construction

PETER MESHA
Wight & Company

AARON OZINGA
Ozinga

DANIEL R. PLOTE
Plote Construction

MARCOS G. REYES
Reyes Group

KENNETH T. SANDENO
D' Construction

MICHAEL R. TARPEY
J.A. Johnson Paving

PATRICK C. TERRELL
Terrell Materials

IMMEDIATE PAST CHAIRMAN
DAVID J. ROCK
IHC Construction

PRESIDENT & CEO
MICHAEL J. STURINO

August 13, 2018

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Via email to ONTO2050@cmap.illinois.gov

Re: ON TO 2050 Comments

On behalf of the Illinois Road and Transportation Builders Association (IRTBA), I am providing comments to the Chicago Metropolitan Agency for Planning (CMAP) ON TO 2050 Draft Report (hereinafter the "Report"). The IRTBA was established in 1938 and serves as the leading transportation industry trade association in Illinois. IRTBA's 350 member firms design, build, and maintain the state highways, transit systems, railways, and aviation systems – including both public and private work. The mission of the IRTBA is to advance and promote the transportation design and construction industry in Illinois

I am writing to provide comments specifically on the section entitled "Mobility." The Report on the whole provides an acceptable overview of the transportation challenges facing the region. Certain significant findings, however, are troubling and without support. The Report sets as a goal decreasing driving and doubling transit. CMAP's continued animus toward roads is readily apparent throughout the document. The IRTBA supports appropriate investments in transit, especially in heavily urbanized areas. CMAP, however, represents more than Chicago. Indeed, even the trend in Chicago transit ridership is down, while vehicle use is increasing. The Report notes it supports investments that "anticipate and adapt to changing travel demand," yet it clearly does not do so by presenting a clearly pro-transit bias.

The Report correctly notes "emerging technologies like connected and autonomous vehicles and private mobility services." In fact, it is clear that by 2050 autonomous (and likely clean burning[1]) vehicles will be a ubiquitous feature in the CMAP region as well as across the nation. Ultimately, individuals will choose the freedom and flexibility that this mode will provide over the fixed and limited reality of transit. As this is the most likely scenario, improving and expanding capacity on the region's roads and bridges should most appropriately be given far greater weight than the Report provides.

[1] On page 210 of the Report, it is claimed that "more than a quarter of cars and light duty trucks could be powered by electricity and other alternative fuels by 2050." This Energy Department estimate is exceptionally conservative. The respected think tank Energy Policy Solutions finds that electric vehicles will make up 65% of new light-duty vehicle sales by 2050, and possibly up to 75% in the event of high oil prices or strong technology cost declines.

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. Rather than acknowledging that the prospects for increasing transit ridership is now increasingly doubtful, the Report clings to its GO TO 2040 recommendation to double transit ridership, and notes "it will require sustained investment in the transit system that substantively exceed today's levels." If resources were limitless, such a goal would be commendable. As they are not, however, ON TO 2050 must recognize that prioritizing transit over highways is an inappropriate finding and recommendation.

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. 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.

The Report correctly calls for making transformative investments to fully fund the region's transportation system. IRTBA supports the call for a variety of new revenue sources, especially increasing the motor fuel tax and indexing it to inflation, implementing a federal cost of freight service fee, and instituting a VMT and expanding tolling of the interstates. The Report also suggests expanding the sales tax base. While this revenue source 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. 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.

Finally, the IRTBA takes exception with certain findings concerning constrained and unconstrained projects. The Report's finding that the Tri-County Access project correctly notes that "a) northern extension of IL-53 and expansion of IL-120 in Lake County could have substantial mobility benefits for the region." The Report incorrectly suggests that

no consensus exists for the project's scope, design, and financing. Certain individuals who are opposed to any new construction served, along with me, on the Blue Ribbon Commission. These individuals, however, possess no financial or engineering background capable to provide an informed opinion on the project scope, design, and financing. Their 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.

I appreciate the opportunity to provide comments on CMAP's ON TO 2050 Draft Report. Please contact me with any questions you may have about these comments.

Very truly,

Michael J. Sturino, AICP
President & CEO

cc: IRTBA Board of Directors

8/14/18

The League of Women Voters – Lake County (League) commends the Chicago Metropolitan Agency for Planning (CMAP) regarding the On To 2050 comprehensive plan. CMAP's vision of regional sustainable prosperity is based on three crucial principles: resilience, inclusive growth, and prioritized investment.

Some key League positions espouse the same concepts. League members believe in protecting the planet from physical, economic, and public health effects of climate change while providing pathways to economic prosperity. Additionally, an inclusive environment is necessary to produce equitable access to resources and opportunities for all. Investments in energy-efficient and environmentally sound transportation systems should take priority along with solutions that limit suburban sprawl. Fix-It-First is a sound policy and should continue as a priority.

With these shared beliefs in mind, the League of Women Voters – Lake County appreciated the Agency's public engagement efforts and enjoyed hosting three workshops educating residents about the process and resources. The League believes the public must be fully informed and citizen participation in decision-making is necessary.

The League of Women Voters – Lake County looks forward to collaborating with other organizations and agencies for a better region. The League is interested in promoting strategies dealing with transportation, Illinois tax structure, infill and mixed use development, stormwater and floodplain standards and regulations, environmental protection, climate change, and conservation of open space.

Mary Mathews and Rosemary Heilemann
Executive Committee
League of Women Voters - Lake County

August 14, 2018

Joseph C. Szabo
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

RE: Joint Comments on the Draft ON TO 2050 Plan, Transportation Improvement Program and ON TO 2050 TIP Conformity Analysis regarding the "Tri-County Access" Projects

Thank you for the opportunity for our organizations to participate in the ON TO 2050 comprehensive planning process to guide how our growing communities can become more resilient, with a better quality of life by prioritizing transportation solutions that complement and support the diversity of land uses in our region. We support the tenets in GO TO 2040, through the new lens of 2050, that, to be sustainable and productive, we must create strong networks of both green and grey infrastructure that honor and protect our natural, cultural and agricultural heritage.

I. Introduction.

We applaud the Chicago Metropolitan Agency for Planning (CMAP) for not prioritizing the Route 53 / 120 Extension and the McHenry-Lake Corridor, more recently branded as the "Tri-County Access" project, in the ON TO 2050 plan's Regionally Significant Projects list and the regional Transportation Improvement Program (TIP). The expanded Tri-County Access study area increases the blast radius of the proposed roads to harm both Liberty Prairie Reserve in Lake County and Hackmatack National Wildlife Refuge in McHenry County, in addition to a host of other important natural lands and waters and agricultural resources.

The Route 53 Extension, as well as the Route 120 and McHenry-Lake Corridor projects are outdated, outmoded, and financially irresponsible. The three proposed projects would divide and disrupt communities, harm sustainable farming initiatives, and irreparably harm state and federally significant landscapes. Induced traffic would throw light, noise and pollution into globally imperiled habitat, undermine Hackmatack, one of the first urban National Wildlife Refuges, and drive out state and federally protected wildlife in steep decline.

The proposed roads defy smart growth principles in our regional plan and take us backwards, ignoring innovation and our core values. They are contrary to the GO TO 2040 premise that "[a]bundant natural areas make our seven-county region a more desirable place to live and work, and without green spaces, our economic competitiveness would suffer." 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 and Hackmatack, 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.

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 ruin our quality of life, and increase the economic vitality of our region. This is clearly reflected in both the public sentiment when the last Environmental Impact Statement was invalidated, as well as mounting public opposition to the current iteration of these projects. Citizens have already lodged lawsuits before the Illinois Department of Transportation (IDOT) and Illinois State Toll Highway Authority have completed the scoping process. Even the founders of the Blue Ribbon Advisory Council, and the last of the conservation organizations that participated in that process withdrew support after the attempt at consensus and innovation fell apart. Adequate funding was never identified and communities refused to commit to a requisite multi-jurisdictional land use plan to protect vulnerable natural resources.

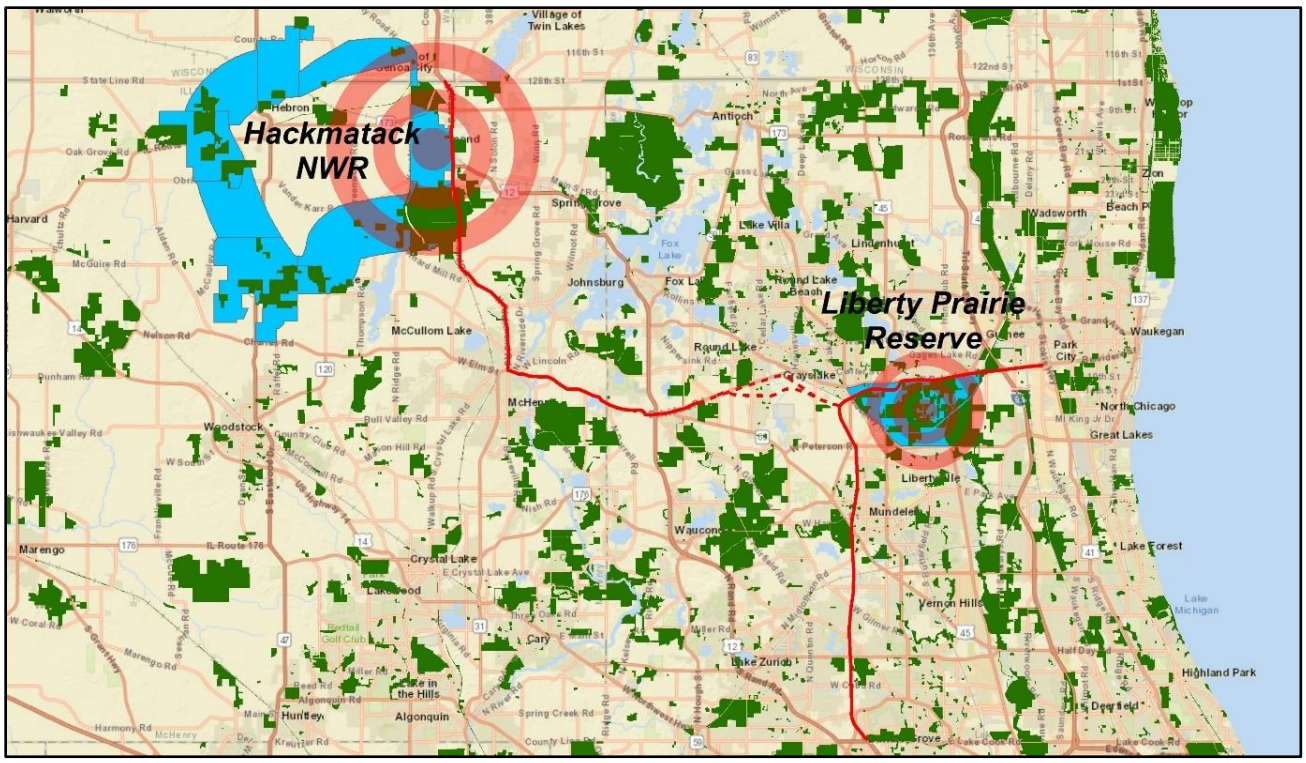
The newest study process for the road does nothing to recognize these recent failures and evaluate why the project didn't pass muster the last three times it was scrutinized. Instead, it "starts new" again with questionable projections and constrained "key-pad" stakeholder participation, with public hearings far away from the previous project footprints. We agree that Lake and McHenry Counties, and the region, need a better solution that does not spend billions of dollars on roads that sacrifice community character and ruin environmental quality.

II. The Route 53 / 120 Extension and McHenry-Lake Corridor would detract from nationally significant natural and agricultural areas in both counties.

We commend CMAP for its introduction in the Environment Section of ON TO 2050, which states:

> Our rare and diverse natural areas and ecosystems are some of the most valuable and irreplaceable assets in metropolitan Chicago. ON TO 2050 strongly affirms that these natural resources are critical for protecting the quality of our air, land, and water, providing ecosystem services, wildlife habitats, and recreational spaces, contributing to a high quality of life, and supporting a vibrant regional economy.

The Route 53 Extension and related projects threaten to ruin two of the finest natural areas in our state, which are model success stories of public-private partnerships: the Liberty Prairie Reserve in Lake County, Illinois; and Hackmatack National Wildlife Refuge in McHenry County, Illinois and Walworth County, Wisconsin.



Map by David Holman of the "Tri County Access" Tollway Projects, Existing Protected Landscapes, and Impacts to Two Globally Significant Natural Areas

A. <u>Pollution, Light, Sound and Vibration from the Route 53 / 120 Project would Damage the Liberty Prairie Reserve.</u>

The Route 53 / 120 Extension project would throw light, noise and pollution into a mosaic of high quality natural lands and waters in the Liberty Prairie Reserve. In 1991, a cooperative of public agencies, civic-minded private landowners and conservation organizations developed the Liberty Prairie Master Plan to protect approximately 5,000 acres in the Libertyville Township and Grayslake area. The collaborative has saved approximately 3,400 acres of natural and agricultural lands. With three Illinois State Nature Preserves and more than 12 miles of new public trails, over half of the land in the Liberty Prairie Reserve is now protected. More than $100 million has been invested in land acquisition, conservation easements, trails and landscape-scale restoration, creating an oasis of natural habitats such as prairies, woodlands, oak savannas, graminoid fens, marshes, sedge meadows and stream corridors. Habitats such as the fen and wet prairie are as globally threatened as rainforests. Scenic America has named the Reserve one of four "Last Chance Landscapes in the U.S."

In 2013, the Libertyville Prairie Reserve Master plan was revised, thanks to a Local Technical Assistance Grant from CMAP. The public-private initiative, which included numerous detailed recommendations for improved land management and sustainable local farming, was formally adopted by the Lake County Forest Preserve District, Libertyville Township Open Space District, Openlands, Liberty Prairie Foundation, and other active stakeholders. The plan is premised upon the philosophy of Aldo Leopold

that “a thing is right when it tends to preserve the integrity, stability and beauty of the biotic community. It is wrong when it tends otherwise.”

Liberty Prairie Reserve

The reserve is now home to 28 threatened and endangered species, and 57 species living in the Reserve are listed by the Illinois Department of as having the greatest need of conservation. For the first time in 100 years, Sandhill Cranes are now nesting again in Illinois, and they are raising their young in the Reserve.

This success story would be ruined by the Route 53 / 120 project. In addition to throwing light, noise and pollution from traffic into these globally imperiled habitats, salt and other contaminants would pollute water that is critical to the ecosystems and people living in the Reserve. The project also has had a secondary effect of reclassifying local roads through the heart of the Reserve, to create a bigger network of arterials and collectors to accommodate the large highways. This has already resulted in confusion and controversy; the community is working hard to maintain its renowned sense of place and the integrity of the high-quality natural areas.

IDOT and the Tollway have abandoned the strongest attempt at a transportation solution by the Blue Ribbon Advisory Council (BRAC) to preserve this natural heritage, and local communities have refused to commit to multi-jurisdictional land use plan that the BRAC stressed was critical for the project to succeed. Unless and until a project ever surfaces that truly complements and protects, rather than destroys, this lacework of natural and agricultural lands, CMAP should refrain from including it in the ON TO 2050 plan and Transportation Improvement Program. We are heartened to see that CMAP recognizes the need for any solution to preserve environmental quality and community character, and hope that this is reflected in the outcome of the study process.

B. <u>The McHenry-Lake Corridor Would Cause Significant Harm to Hackmatack National Wildlife Refuge</u>

The McHenry-Lake Corridor adds a severely destructive element to the Tri-County Access project. The previously proposed footprint would cut along Hackmatack's eastern border. The vision of Hackmatack is a mosaic of public and privately protected lands, providing habitat for waterfowl and grassland birds; recreation and education opportunities for people; and economic development for local communities. With the help of many individuals and organizations, it will ultimately boast 11,200 acres of permanently protected land containing prairies, sun-filled oak groves, and pristine streams, complementing the 26,000 acres already acquired for public use or under environmental protection in the area.

The Refuge uses the concept of cores and corridors, much like the Green Infrastructure Vision, to create connected habitat for wildlife, with a focus on migratory and grassland birds. Four core areas will connect to existing conservation lands held by the McHenry County Conservation District, Wisconsin Department of Natural Resources and other partners. Tributaries of the Nippersink Creek serve as wildlife corridors that weave through most of the core areas.

McHenry County Conservation District photo of Glacial Park

The McHenry-Lake Connector would cut through Glacial Park, one of the existing prize natural areas in the Hackmatack area. According to the McHenry County Conservation District, Glacial Park "is its most treasured open space holding, characterized by its rolling prairie, delta kames, oak savanna and the tranquil presence of the meandering Nippersink Creek." The park encompasses approximately 3,700 acres and includes over 490 acres of dedicated nature preserves. It harbors 40 species of state endangered and threatened plants and animals and is considered one of the top five places in the region to view migratory wetland birds.

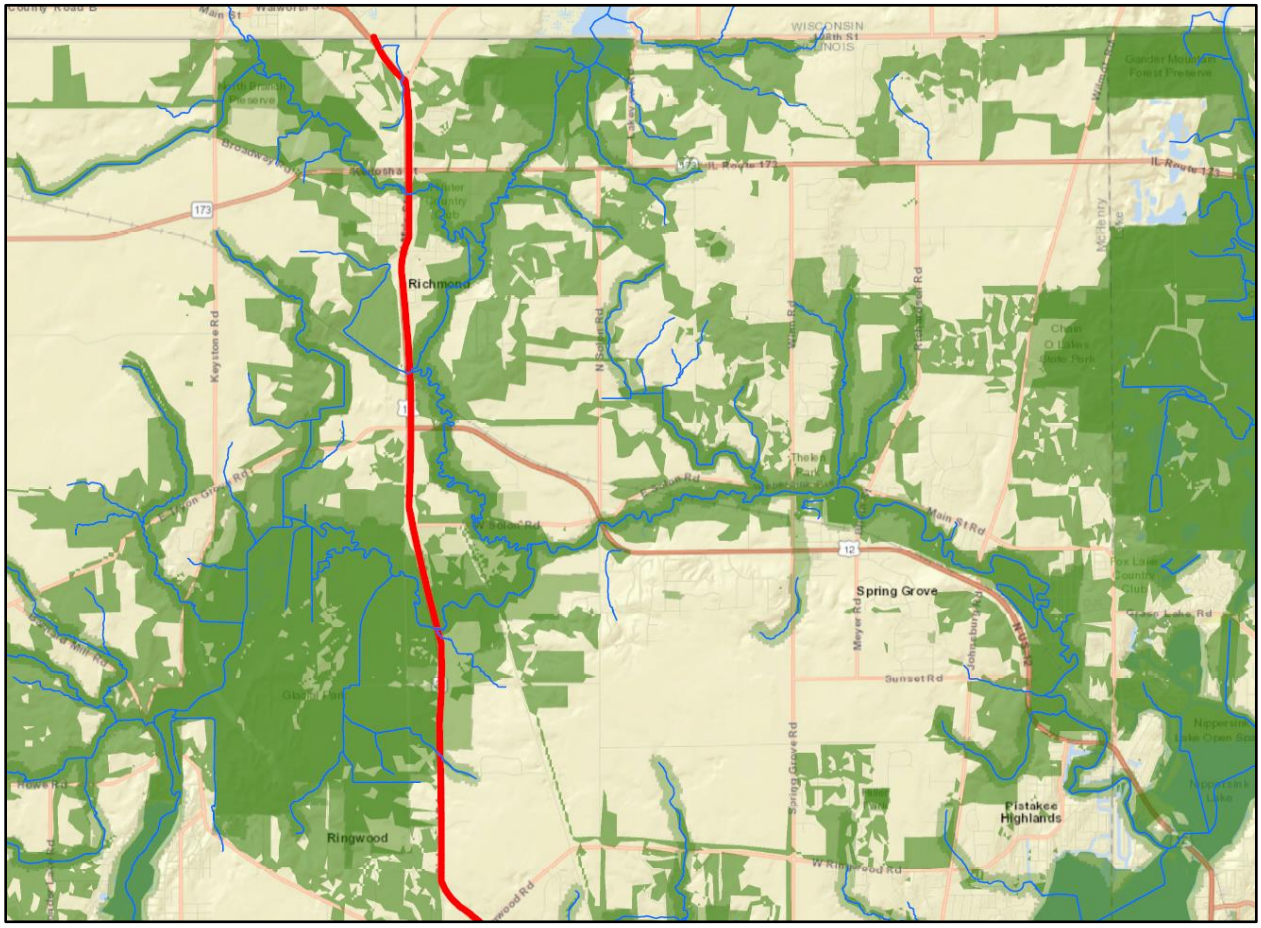
Guests to the park fish or paddle Nippersink Creek, a high-quality stream that is teeming with aquatic wildlife. The Illinois Environmental Protection Agency designates part of the water trail as a "highly valued aquatic resource" and the Illinois Department of Natural Resources has designated the North Branch of the Nippersink in and north of Glacial Park as a Biologically Significant Stream. The proposed

McHenry-Lake Connector would run parallel to and ultimately cross the Nippersink, draining salt, metals, oil and other pollutants into its pristine waters.

The harm to the globally imperiled habitat in Hackmatack, compounded with the damage that would occur to the Liberty Prairie Reserve, is severe enough that this loss alone should be grounds to reject and rethink the previously proposed projects.

III. The "Tri-County Access" projects exemplify why ON TO 2050 should still use the Green Infrastructure Vision to assess whether roads align with our regional vision to become more resilient, with healthy and connected lands, waters and quality of life.

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.



David Holman (Illustration of GIV Surrounding a Stretch of the McHenry-Lake Connector in the Hackmatack Area)

In addition to more accurately assessing the extent that projects like the "Tri-County Access" roads will impact high quality natural and agricultural resources, the GIV is an important metric to evaluate fragmentation that undermines efforts for communities of people and wildlife to become more resilient to climate change impacts. For instance, the McHenry-Lake Connector imposes a deep cut through Glacial Park, with several stream crossings that will disrupt the natural meandering high quality waterways. This disturbance and fragmentation will impede wildlife migration through the Hackmatack area as the climate continues to become warmer and more volatile.

The above illustration is of the Green Infrastructure Vision as adopted by McHenry County. This metric should be considered one of several environmental indicators in regional performance standards for mobility projects.

IV. The TIP Should Strike Reference to the Pre-existing Route 53/120 and McHenry-Lake Corridor Projects.

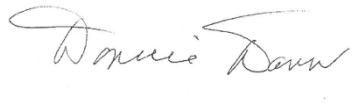
We are pleased to see the recommendation that the "Tri-County Access" projects should not be listed as conforming priority projects in the region's Transportation Improvement Program. Of concern, the draft 18-09 Conformity Amendment Report does not appear to reflect the change in status of the "Tri-County Access" projects to "Not Conformed." In addition, the memorandum from CMAP staff to the CMAP Transportation Committee on the proposed changes in TIP status, dated June 1, 2018, notes that the Route 53/120 project will be reintroduced at the conclusion of the Tri-County Access Environmental Impact Statement.

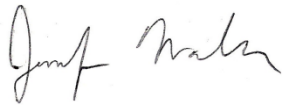
If IDOT and the Tollway are truly starting over in defining the purpose and need for the projects and selecting the best alternatives, and there is no existing footprint for the Route 53/120 corridor or McHenry-Lake Connector, all references should be removed from the TIP unless and until an alternative is selected. Otherwise, it sounds like there is a premature conclusion that the Route 53/120 projects ultimately will be reinserted before the transportation agencies have even completed the scoping process, well before evaluating and selecting alternatives. This could lead to the erroneous presumption that the described projects have already been deemed necessary and will move forward in their current form. The National Environmental Policy Act (NEPA) prohibits pre-determined outcomes, and requires that agencies conduct a full, fair and transparent review of all reasonable alternatives. Any prior assumptions and descriptions of former projects should be struck pending the outcome of the NEPA process.

V. Conclusion.

We support excluding the Route 120 / 53 Extension and McHenry-Lake Corridor as priorities in the ON TO 2050 plan and our region's Transportation Improvement Program. Any statements to the contrary in the proposed TIP amendment should be reconciled, and the plan and supporting documents should be clear that it is not a foregone conclusion that the Route 53 extension projects will be built, especially before agencies have even completed scoping and solidified a purpose and need for a tollway and

extensions. Like GO TO 2040 and ON TO 2050, we agree that projects should be borne from true community and regional consensus and should only be selected and prioritized after careful study and a solid commitment to protecting our network of open space.

BIRD CONSERVATION NETWORK	CENTER FOR NEIGHBORHOOD TECHNOLOGY
 Donnie R. Dann Past President and Advocacy Chair **Bird Conservation Network** 1879 N. Burling Chicago, Illinois 60614 donniebird@me.com	 Jacky Grimshaw Vice President of Transportation Policy **Center for Neighborhood Technology** 2125 W. North Avenue Chicago, Illinois 60647 jacky@cnt.org 773.269.4033
CHICAGO AUDUBON SOCIETY	**CHICAGO BOTANIC GARDEN**
 David Willard President **Chicago Audubon Society** 5801-C N. Pulaski Chicago, IL 60646-6057 CAS@chicagoaudubon.org 773.539.6793	Beth Dunn Director of Government Affairs **Chicago Botanic Garden** 1000 Lake Cook Road Glencoe, Illinois 60022 edunn@chicagobotanic.org 847.835.6879
ENVIRONMENTAL DEFENDERS OF MCHENRY COUNTY	**ENVIRONMENTAL LAW AND POLICY CENTER**
 Cynthia W. Kanner Executive Director **Environmental Defenders of McHenry County** 110 S. Johnson Street, Suite 106 Woodstock, Illinois 60098 cwkannerenvirodefmc@gmail.com 815.338.0393	 Rachel Granneman Staff Attorney **Environmental Law and Policy Center** 35 East Wacker Drive, Suite 1600 Chicago, IL 60601 rgranneman@elpc.org 312.751.3737

ILLINOIS AUDUBON	ILLINOIS ENVIRONMENTAL COUNCIL
 James R. Herkert President **Illinois Audubon Society** P.O. Box 2547 Springfield, IL 62708 jherkert@illinoisaudubon.org 217.544.2473	 Jennifer Walling President **Illinois Environmental Council** 230 Broadway Springfield, Illinois 62701 jwalling@ilenviro.org 217.544.5954
LAKE COUNTY AUDUBON SOCIETY, A CHAPTER OF THE NATIONAL AUDUBON SOCIETY	**LIBERTY PRAIRIE FOUNDATION**
Chris Geiselhart **Lake County Audubon Society** P.O. Box 332 Libertyville, Illinois 60048 lakecountyaudubonsociety@gmail.com 224.206.7379	Brad Leibov President / CEO **Liberty Prairie Foundation** 32400 Harris Road Grayslake, Illinois 60030 brad@libertyprairie.org 773.620.5598
MIDWEST SUSTAINABILITY GROUP	**OPENLANDS**
Barbara Klipp Executive Director **Midwest Sustainability Group** 1008 Harris Road Grayslake, Illinois 60030 barbara@midwestsustainability.org 847.986.6900	 Stacy Meyers Senior Counsel **Openlands** 25 East Washington, Suite 1650 Chicago, Illinois 60602 smeyers@openlands.org 312.863.6265

PRAIRIE RIVERS NETWORK	SIERRA CLUB, ILLINOIS CHAPTER
 Carol Hays Executive Director **Prairie Rivers Network** 1902 Fox Drive, Suite G Champaign, Illinois 61820 chays@prairierivers.org 217.344.2371	 Jack Darin Director **Sierra Club, Illinois Chapter** 70 East Lake Street, Suite 1500 Chicago, Illinois 60601 Jack.darin@sierraclub.org 312.251.1680 x112
THE NATURE CONSERVANCY	
 Jeff Walk **The Nature Conservancy, Illinois** 8 South Michigan, Suite 900 Chicago, Illinois 60603 jwalk@tnc.org 312.580.2100	

RESPIRATORY HEALTH ASSOCIATION

ON TO 2050 Public Comment
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

To whom it may concern:

Thank you for the opportunity to submit public comment to the Chicago Metropolitan Agency for Planning (CMAP) regarding the *ON TO 2050 Comprehensive Regional Plan* (the Plan). The Respiratory Health Association (RHA) applauds CMAP's efforts to weave issues of community, prosperity, environment, governance, public health, and mobility into the discussion of the Chicago Area's future. However, the plan is lacking as it relates to the electrification of mass transit. The following comment addresses the issue of electric buses and will encourage a greater emphasis placed on them throughout the Plan.

While the Plan does indeed make explicit references to electric bus adoption, the words "electric bus" occur only twice throughout it (pgs. 118, 210). The references made are suggestive in nature but lack any codification of commitments. Considering the desire of CMAP to not only modernize the regions' current transit infrastructure, but to ensure that such modernity will facilitate the principles of inclusive growth, resiliency, and sound investment, electric buses should be considered as a crucial element of the Plan's strategy.

Battery electric buses (BEBs) have the potential to improve air quality throughout the Chicagoland area; reduce greenhouse gas emissions; and provide pollution-reduction benefits to environmental justice (EJ) communities in order to improve health equity. Considering these facts, the Plan should discuss the advantages of a plan for BEB adoption.

Similarly, while such electric battery -based transportation systems already use in buses in current production could and will likely also be scaled up to use in locomotives, which are integral parts of the Chicago region's public transit infrastructure, the natural progression of electrification potential and desirability there is surprisingly not explored. Given we are looking at a future 30 years away and the pace of bus electrification, and the general advancement of battery technology and cost decreases in only the last five years has been shocking, it should be.

Brian Urbaszewski
Director Environmental Health Programs
312-628-0245
burbaszewski@lungchicago.org

ABOUT BATTERY ELECTRIC BUSES

BEBs provide a safe and reliable mode of transit for all who ride. They are significantly less damaging to peoples' health and the environment than comparative bus systems, including conventional diesel (including the use of biodiesel), hybrid diesel, and compressed natural gas, and have seen rapid increases in adoption in recent years both domestically and abroad.

Much of this can be attributed to significant changes in costs. While BEBs require more upfront capital than diesel buses, they are expected to reach parity with diesel buses no later than 2030, and perhaps as soon as 2025. This is due in large part to the rapid decreases in battery pricing. Battery costs are expected to fall to 8% of the purchase cost by 2030, down from 25% in 2015, and prices are expected to reach $70/kWh in 2030, down from an average of $209/kWh today.[1] BEBs also cost less to operate per mile than compressed natural gas buses do, as tests from the National Renewable Energy Laboratory have shown. [2] A 2017 study by Carnegie Mellon University's Traffic21 found that "among the choices available to transit agencies, battery electric buses are the best option due to low life cycle agency costs and environmental and health impacts from greenhouse and air pollutant emissions."[3] These findings held true for all sensitivities, such as fuel and infrastructure costs.

Advancements in technology have allowed for widespread adoption of BEBs worldwide, including within the Chicagoland area. Commercially available BEBs can ravel an average of 200 miles on a single charge, and a bus developed by Proterra reached 1,100 miles on a single charge.[4] When compared to the average 100 miles/day covered by a city bus, range anxiety is easily addressed. Modular, flexible charging infrastructure, such as on-route overhead and end-of-route charging stations, has allowed for smaller batteries and less capital expense.

IMPROVED AIR QUALITY

BEBs can provide significant air quality gains, especially as it relates to Nitrogen Oxides (NO_X) and PM2.5. This is important for Chicago, considering that it ranks as 2nd in the nation for most asthma related deaths/100,000 people, trailing only Richmond, VA.[5] Chicago also has anomalous levels of high school asthma diagnoses, with 22.3% of high schoolers reportedly asthmatic.[6] This is compared to the 9.9% national average for high school-aged teenagers.[7]

---

[1] Bloomberg New Energy Finance, *Electric Buses in Cities: Driving Towards Cleaner Air and Lower CO2*, 2018. https://data.bloomberglp.com/bnef/sites/14/2018/05/Electric-Buses-in-Cities-Report-BNEF-C40-Citi.pdf
[2] California Air Resource Board, *Literature Review on Transit Bus Maintenance Cost (Discussion Draft)*, 2016. https://www.arb.ca.gov/msprog/bus/maintenance_cost.pdf
[3] Carnegie Mellon University's Traffic21, *Which Alternative Fuel Technology is Best for Transit Buses?*, 2017. https://www.cmu.edu/energy/education-outreach/public-outreach/17-104%20Policy%20Brief%20Buses_WEB.pdf
[4] Los Angeles Times, *Proterra claims world record, says its electric bus traveled more than 1,100 miles on a single charge,* 2017. http://www.latimes.com/business/autos/la-fi-hy-proterra-range-record-20170919-story.html
[5] Asthma and Allergy Foundation of America, *Asthma Capitals 2018*, 2018. http://www.aafa.org/media/AAFA-2018-Asthma-Capitals-Report.pdf
[6] Respiratory Health Association, *Persisting Racial Disparities Among Chicago Children With Asthma,* 2018. https://lungchicago.org/wp-content/uploads/2018/05/Asthma-Report-Final.pdf

Operating exclusively on electricity, BEBs do not emit diesel exhaust. Much of this exhaust is made up of NO_X, which is a precursor to ozone smog. Smog irritates the lungs, leading to symptoms ranging from trouble breathing, coughing, and asthma attacks. Children and the elderly are particularly at risk. The Chicago metro area has been designated as a nonattainment area for smog for decades, much of which can be attributed to its sprawling transportation network: 87.6% of local NO_X emissions come from mobile sources.[8] In addition to smog, diesel buses generate significant amounts of fine particulate matter (PM2.5). When PM2.5 can reach deep into the lungs and enter the blood stream, where it can trigger heart attacks and even premature death.[9] Unfortunately, Cook County is in the 99th percentile for PM2.5 exposure nationwide.[10] A full transition to BEBs would significantly assist in alleviating the concentration of emissions along busy transportation corridors, reducing the exposure of Illinoisans to the carcinogenic effects of diesel.

CMAP recognizes the importance of public transit, stating in the draft Plan: "Our transit system is one of metropolitan Chicago's most critical assets, improving air quality, allowing travelers to avoid congested highways, and connecting people to jobs, education, entertainment, and other amenities." Adopting a BEB pledge now will facilitate a smooth transition to this emerging technology, thus bringing about significant air quality gains in alignment with the region's needs. CMAP needs to look forward, and needs to recognize and address the continuing health threat of air pollution, including the rapidly growing threat posed by greenhouse gas emissions and climate change.

GREENHOUSE GAS REDUCTIONS

Public transit can provide greenhouse gas reductions regardless of fuel type. According to the U.S. Federal Transit Administration, private, single-occupancy vehicles (privately owned cars, SUVs, pickup trucks) produce an average of .96 pounds of CO_2/passenger mile. Buses produce 33% less at.64 pounds of CO_2/passenger mile. The CTA produced .690 pounds of CO_2/passenger mile, while Pace produced .565 pounds of CO_2/passenger mile.[11] While Pace currently emits to a lesser degree, much of that can be attributed to its larger amount of compressed natural gas buses, which, in well-to-wheels studies, have been proven to be more damaging to the climate than diesel.[12] Fortunately, BEBs significantly reduce greenhouse gas emissions throughout the

---

[7] Centers for Disease Control and Prevention, *Most Recent Asthma Data*, 2018. https://www.cdc.gov/asthma/most_recent_data.htm

[8] Illinois Environmental Protection Agency, *Volkswagen Settlement*, 2018. http://www.epa.illinois.gov/topics/air-quality/vw-settlement/index

[9] World Health Organization, *Health Effects of Particulate Matter*, 2013. http://www.euro.who.int/__data/assets/pdf_file/0006/189051/Health-effects-of-particulate-matter-final-Eng.pdf

[10] Illinois Environmental Protection Agency, *Illinois Air Quality Report, 2016*, 2016. https://epa.illinois.gov/Assets/iepa/air-quality/air-quality-reports/2016%20Annual%20Air%20Quality%20Report%20Final.pdf

[11] Federal Transit Administration, *Public Transportation's Role in Responding to Climate Change,* 2010. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/PublicTransportationsRoleInRespondingToClimateChange2010.pdf

[12] MJ Bradley & Associates, *Comparison of Modern CNG, Diesel and Diesel Hybrid-Electric Transit Buses: Efficiency & Environmental Performance*, 2013. https://mjbradley.com/sites/default/files/CNG%20Diesel%20Hybrid%20Comparison%20FINAL%2005nov13.pdf

Chicago region compared to diesel and natural gas buses. A recent study by He et al. found that BEBs emitted significantly less CO_2 in a well-to-wheels analysis when compared to both diesel and hybrid buses.[13] The Public Interest Research Group recently found that if both Pace and the CTA were to convert their entire fleets to BEBs, they would save a combined 86,964 tons of greenhouse gas equivalents annually, analogous to taking 16,788 cars off the road.[14]

While CMAP has said that it should "should continue to fund fleet replacement, such as electric buses and charging stations, through CMAQ", over the last several years it has spent over $239 million in recent years overhauling diesel buses.[15] Actually committing the region to BEBs, rather than reinforcing the transit agencies' dependence on fossil fuels, would drive down local air pollution and the effects of climate change. This belief has been affirmed again and again, most recently through a study by the Union of Concerned Scientists, which found that BEBs are more environmentally friendly than any other bus, regardless of where they're operated.[16]

CMAP recognizes the importance of electric mass transit in reducing GHG emissions, writing: "Reducing greenhouse gas (GHG) emissions will require continued compact infill development, improved pedestrian and bicycle infrastructure, and increased investments in public transit as well as aggressive expansion in renewable energy systems, energy efficiency and retrofits, and electrification of our transportation system." Going forward, CMAP must fulfill this need of electrification.

ENVIRONMENTAL JUSTICE

One critical part of the Plan was granting necessary consideration to EJ communities by "ensuring that the benefits and burdens of regional transportation decisions are shared by all socioeconomic groups, specifically including low-income and minority populations."[17] CMAP thusly recommended that it examine "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" throughout the course of its Plan. This is in accordance with the Federal Transit Administrations' *Environmental Justice Policy Guidance for Federal Transit Administration Recipients*, which includes the incorporation of EJ principles into

[13] He et al., *Energy consumption and well-to-wheels air pollutant emissions of battery electric buses under complex operating conditions and implications on fleet electrification*, 2018. https://www.sciencedirect.com/science/article/pii/S0959652617323089
[14] Public Interest Research Group, *Electric Buses: Clean Transportation for Healthier Neighborhoods and Cleaner Air*, 2018. https://uspirg.org/sites/pirg/files/reports/Electric%20Buses%20-%20National%20-%20May%202018%20web.pdf
[15] Chicago Metropolitan Agency for Planning, eTIP database, 2018. https://etip.cmap.illinois.gov/project_info?project_id=36845&version=11&view_type=&fromPage=order_by%3D%26order_order%3D%26order_old_by%3D%26project_type%3DTransit%2520Vehicles%2520%28Bus%252FRail%29%257CTransit%2520Vehicles%2520%28Bus%252FRail%29%26IS_FROM_FULL%3DTrue%26get_top_rows%3D100%26p_type%3D%26_%3D1532534870162%26end_page=
[16] Union of Concerned Scientists, *Electric vs. Diesel vs. Natural Gas: Which Bus is Best for the Climate?* 2018, https://blog.ucsusa.org/jimmy-odea/electric-vs-diesel-vs-natural-gas-which-bus-is-best-for-the-climate
[17] Chicago Metropolitan Agency for Planning, *Environmental Justice*, *http*://www.cmap.illinois.gov/about/2040/supporting-materials/process-archive/scenario-evaluation/scenario-outcomes/environmental-justice

transportation planning that is assisted by FTA funds.[18] While the draft Plan attempts to explore the concerns of EJ communities as it relates to freight and the movement of goods, it is lacking in terms of transit.

Although traditionally underserved communities tend to drive less and have lower levels of automobile ownership, "low SES [socio-economic status] and non-whites bear disproportionately high air pollution impacts from all sources—especially transportation sources."[19] Such a trend remains true in Chicago, mostly due to both higher levels of public transit adoption and housing trends along busy transit corridors. A recent analysis by the Respiratory Health Association found that emergency room visits for respiratory-related incidents are 75% higher for African-Americans than for the citywide average.[20] This is compounded by high levels of minority ridership – 71.5% of CTA riders are minority identifying – which means that minority populations are more frequently standing near idling buses and exposed to bus-contained air pollution.[21] Ensuring that these vulnerable populations have access to clean public transportation will allow for CMAP to fulfill its EJ aspirations.

CONCLUDING REMARKS

CMAP has the unique capacity to pave the way for BEB adoption throughout the greater Chicagoland area, and it should use *ON TO 2050* to guide future investment in a socially and economically responsible direction. BEBs provide cleaner air for all, a vibrant environment for Illinoisans, and an equitable system of public transit for all users. They generate significantly fewer emissions throughout the course of their life, require less spending on maintenance, and provide a reliable mode of public transit for the city's residents. CMAP should look forward to adopt BEBs, facilitating the electrification of mass transit through its financial levers and a firm commitment to the future.

In the final *ON TO 2050* plan, CMAP should commit itself to allocating funds to exclusively BEBs by 2020, setting a hard deadline to ensure the region is entirely converted by 2035. Such is critical for the future of the Chicagoland region, its health, and its people. Cities throughout the country – and the world – have already pledged themselves to the exclusive purchase of BEBs and full fleet transition by as early as 2034. While CMAP lacks the capacity to make such proclamations, it does have funding capabilities that can influence the decision making process. It can, and it should, require that all bus funding be dedicated towards the acquisition of BEBs by 2020, thus ensuring an expedient and full transition towards BEBs in the Chicagoland area.

---

[18] Federal Transit Administration, *FTA C 4703.1*,2012.
https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_EJ_Circular_7.14-12_FINAL.pdf
[19] Pratt et al., *Traffic, Air Pollution, Minority and Socio-Economic Status: Addressing Inequalities in Exposure and Risk,* 2015.
https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4454972/
[20] Respiratory Health Association, *Persisting Racial Disparities Among Chicago Children With Asthma*
[21] Chicago Transit Authority, *Ventra™ Fare Equity Analysis*, 2013.
https://www.transitchicago.com/assets/1/6/Open_Standards_Fare_System_Equity_Analysis.pdf

From: Paul Shindman
Sent: Saturday, August 18, 2018 4:25 PM
To: ON TO 2050 Outreach <onto2050outreach@cmap.illinois.gov>
Cc:
Subject: ON TO 2050 and autonomous public transit

Hi - I'm interested in knowing if the subject of autonomous public transit is being addressed in the ON TO 2050 plan.

In the draft version, there are some references to "autonomous vehicles," but not specific mention of autonomous transit buses. Given the autonomous shuttle bus pilot projects underway right now in several cities around the nation (but apparently not in Chicago), is the report taking into account the expected deployment of autonomous public transit buses starting in the 2030s?

Looking forward to hearing from you,

Paul Shindman
Research Manager
WeDrive Technology
+972-52-807-9187
paul@wedrivetech.com
https://www.wedrivetech.com/

DATE: August 13, 2018

TO: CMAP

FROM: John Greuling, President & CEO
Will County Center for Economic Development (CED)

SUBJECT: Comments on CMAP ON TO 2050 Regional Mobility Plan

The following comments are submitted to CMAP specifically on the Regional Mobility Plan of the ON TO 2050 draft document. While we have reviewed the entire 2050 document, we are submitting comments only on portions of the Regional Mobility Plan.

"Constrained" Projects the CED Supports:

1. **I-55 Stevenson Managed Lanes, RSP 146**
   The I-55 Stevenson Expressway is one of the most congested segments in the Chicago area. This project would add managed lanes from I-355 to the Dan Ryan. Because of the wide inside shoulder with full-depth pavement along part of the route, adding managed lanes can be relatively inexpensive, making it the most cost-effective congestion reduction project evaluated. IDOT currently anticipates adding two new lanes to assure travel time reliability. Given the success of the I-55 bus on shoulder service, IDOT should specifically incorporate bus priority features into the roadway design and plan for increased service as an improvement over the current bus on shoulder service. Riders on this service would benefit as free users of the managed lane.

   IDOT is seeking to build the project through a public-private partnership. It will be critical for the Department to protect the public interest by using a PPP structure that transfers some of the risk to the private partner. It is not assumed that all existing lanes will be tolled as part of this project, but over the longer term, when the adjacent general-purpose lanes are reconstructed as part of I-55 Stevenson Expressway Reconstruction (RSP 137), tolling should be implemented on all lanes. **This project is also supported in the Will County Community Friendly Freight Mobility Plan.**

2. **I-55 Barack Obama Presidential Expressway Add-Lanes and Reconstruction, RSP 34**
   This section of I-55 from I-80 to Coal City Road, contains a 1,400-foot bridge over the Des Plaines River that was built in 1957 and requires frequent rehabilitation. Also importantly, this southern segment of I-55 in Will County serves three large logistics parks and two intermodal rail terminals. The road is typically two lanes in each direction, an operational challenge because of the large numbers of trucks entering, exiting, and traveling on the road. This project would make near-term interchange and spot capacity improvements and ultimately add an additional lane. **This project is also supported in the Will County Community Friendly Freight Mobility Plan.**

3. **Western I-80 Reconstruction and Mobility Improvements (Ridge Road to US 30), RSP 36**
   The western segment of I-80 from Ridge Road to US 30 in Will County is in critical need of improvement, with failing pavement conditions and the bridge over the Des Plaines River requiring replacement. While this segment has immediate needs, and IDOT will soon be seeking design approval, a full examination of the I-80 corridor to include prospects for developing managed lanes, including truck-only lanes and full facility tolling, is recommended. **This project is also supported in the Will County Community Friendly Freight Mobility Plan.**

4. **I-294/I-57 Interchange Addition, RSP 22**
   The crossing of I-294 and I-57 is the only place in the region, and one of very few locations in the country, where two interstates cross but do not have an interchange. The I-294/I-57 interchange project will connect these two interstates for improved accessibility to and from the south suburbs and for improved north-south regional travel. Construction of Phase 1 was completed in 2014 and provided new ramps to connect northbound I-57 to northbound I-294 and southbound I-294 to southbound I-57, as well as an entrance and exit ramp from I-294 to 147th Street. The final phase is planned for completion in 2024.

Expressway projects with constrained longer-term reconstruction needs only

ON TO 2050 covers a planning period of 32 years, during which many expressway segments will come to the end of their useful lives. Many of these segments were submitted as regionally significant projects with both reconstruction and additional capacity components. In future project studies on these segments, adding capacity should be considered, and CMAP's evaluation suggests that in many cases this capacity would be beneficial. However, in ON TO 2050, only the reconstruction elements of the following projects are constrained:

1. **I-57 Reconstruction (I-94 to I-80, I-80 to Will/Kankakee border), RSP 3**
2. **I-55 Stevenson/Barack Obama Presidential Expressway Reconstruction, RSP 137**

The CED recommends both of these projects be designated constrained for both reconstruction and additional capacity.

The other constrained regionally significant arterial/transit projects the CED supports:

1. **Laraway Rd. (US 52 to Harlem Ave.)**
   Provides upgrade roadway to accommodate growth in corridor.
2. **Wilmington-Peotone Rd. (IL 53 to Drecksler Rd.**
   Improves freight movement and provides economic benefits.
3. **Metra Rock Island Line Improvements**
   Additional express, reduce congestion.
4. **75th St. Corridor Improvements**
   Allows enhanced Southwest Service to LaSalle St. Station

"Unconstrained Projects" the CED supports adding to the "Constrained" List

Note: Numerous projects could not be included within the fiscally constrained portion of ON TO 2050, either because they require more study or because they cannot be completed within the limits of the region's forecasted revenues. Projects that meet the RSP definition cannot receive environmental clearance from FHWA or FTA under the National Environmental Policy Act, or access certain federal funding and financing programs, without being in the fiscally constrained portion of the plan. However, projects on the unconstrained list can continue to be studied. The required four-year update of ON TO 2050 in 2022 will provide an opportunity to review the list of RSPs. In addition, plan amendments can be offered outside of the update cycle according to an amendment process that will be tailored to reflect ON TO 2050's planning priorities.

1. **Illiana Expressway**

   The Illiana Expressway, a new limited-access facility running east-west through southern Will County, would help alleviate truck traffic on rural roads that is associated with intermodal facilities. However, the improvements to I-80 and I-55 recommended in ON TO 2050 will help address these needs while also fixing infrastructure in a state of disrepair. These efforts can also support the existing communities, residents, and jobs in the subregion. The NEPA documentation under which the project could advance to construction was invalidated by federal court rulings in 2015 and 2016. **This project is also supported in the Will County Community Friendly Freight Mobility Plan**

2. **Metra Heritage Corridor Improvements**
   Increased service levels.
3. **Pace Express Bus on Shoulder Expansion**
   On all interstate corridors in Will County

Government

8/10 e-copy: LS

August 7, 2018

Mr. Joseph Szabo, Executive Director
Chicago Metropolitan Agency for Planning (CMAP)
233 South Wacker Drive
Suite 800
Chicago, IL 60606

Dear Mr. Szabo,

The Village of Barrington, *"the Village"*, has reviewed the draft of the "On To 2050" plan produced by the Chicago Metropolitan Agency for Planning (CMAP). In general, the Village supports the mission and efforts of CMAP to improve regional transportation and infrastructure. However, the Village has serious reservations about the "On To 2050" plan's recommendation to redistribute revenue. This recommendation would have serious negative consequences for those municipalities that have previously chosen to permit retail uses in their community and accept both the positive and negative consequences derived from those retail uses.

VILLAGE HALL
200 S. HOUGH ST.
BARRINGTON, IL 60010
(847) 304-3400

PRESIDENT & BOARD
MANAGER'S OFFICE
TEL (847) 304-3444
FAX (847) 304-3490

COMMUNITY AND
FINANCIAL SERVICES
TEL (847) 304-3400
FAX (847) 381-7506

DEVELOPMENT SERVICES
TEL (847) 304-3460
FAX (847) 381-1056

PUBLIC WORKS
300 N. RAYMOND AVE.
BARRINGTON, IL 60010
TEL (847) 381-7903
FAX (847) 382-3030

PUBLIC SAFETY
400 N. NORTHWEST HWY.
BARRINGTON, IL 60010

POLICE
TEL (847) 304-3300
FAX (847) 381-2165

FIRE
TEL (847) 304-3600
FAX (847) 381-1889

The recommendation in the following paragraph would most likely be counter-productive to allowing each municipality to support its own desired mix of land uses because the recommendation would discourage municipalities from permitting retail development:

> *"Moving forward, the ON TO 2050 draft recommends that the State of Illinois should reform state revenue sharing disbursement criteria to reduce wide divergences across municipalities and allow each municipality to support its own desired mix of land uses. The State should engage in fiscally sustainable practices to ensure a stable business climate and guarantee the reliability of state support to the region, including for local governments."*

The redistribution of retail derived sales tax away from those municipalities who are incurring the negative consequences of the retail development would discourage municipalities from supporting a retail land use. Why would municipalities choose to permit retail development when the benefits would accrue to other communities that do not incur the negative consequences associated with the retail development? This recommendation would also penalize municipalities for their past land use decisions that were made based on Illinois Statute. This recommendation also only focuses on the revenue generated from retail development but does not discuss the many costs that are incurred by municipalities that have significant retail developments, including:

- The cost of employing additional Police Officers to respond to calls for service from commercial areas;

- The cost of employing additional Firefighter/Paramedics to respond to increased service calls from commercial areas;
- The cost of legal services and additional employees needed to enforce liquor license processes and building and zoning codes for commercial development;
- The cost of maintaining streets, sidewalks, and other infrastructure that are more heavily used due to increased traffic from the commercial areas.

The recommendation also does not acknowledge the quality of life impacts that are incurred by municipalities with commercial districts, including:

- The significant increase in traffic that occurs in the community due to the commercial districts in the community;
- The additional noise and other nuisances that are borne by resident of the municipality due to the commercial districts.

These negative effects of commercial districts are accepted by residents of those municipalities with the commercial districts because the benefit of sales tax receipts offsets the negative effects of the commercial districts in the municipality. Sales tax receipts allow the municipality to mitigate the impact of the commercial districts on the quality of life in the community. Distributing sales tax revenue on a per capita basis would likely have a negative impact on commercial development since many municipalities may choose to be more residential in nature and would oppose commercial development without the compensating sales tax revenue.

While the current system may not be perfect, it does provide the residents of a municipality with the choice of what type of community they want and how they choose to finance the services desired. If residents of a municipality desire a primarily residential community, they can choose to finance the desired municipal services through property taxes and eschew commercial development in the community. If the residents of a community desire to finance the municipal services desired through a mixture of residential and commercial development, then the municipality receives additional revenue from sales tax which helps offset the cost of providing service to the commercial and retail portions of the community. Any additional net sales tax revenue received by the municipality is typically used to underwrite services to residents which helps reduce the negative impact of the commercial and retail areas in the community.

Thank you for providing the Village of Barrington with the opportunity to comment on the draft "On To 2050" plan prior to its publication.

Sincerely,

Jason Hayden
Director of Financial Services and Treasurer

CC: Mr. Gerald Bennett, Chairman

City of Batavia

From: Dillon, John
Sent: Tuesday, July 10, 2018 3:19 PM
To: 'nbeck@cmap.illinois.gov'
Subject: FW: You're invited to the ON TO 2050 launch event

Hi Nora – had a question for you regarding the Exhibit in the report that shows the water sources for the communities. Not sure if I'm reading it right, with the colors, but I wanted to make sure the Cities of Batavia, Geneva and St. Charles are shown as using a combination of shallow and deep bedrock aquifers as their water source. As far as I know all three towns utilize both aquifers.

Not sure, if it needs correction, **maybe too late with the Exhibit**? Looking forward to having this resource for the region and I think you and Margaret did a great job organizing the team. Thanks, John

8/6/2018
Village of Carol Stream

Good Afternoon,

On behalf of Mayor Saverino and Board of Trustees and Village staff, please accept the attached letter outlining the Village's comments regarding the ONTO 2050 Draft Comprehensive Plan.

Sincerely,

Don Bastian, AICP
Community Development Director
Village of Carol Stream

505 E. North Avenue (new temporary office location)
500 N. Gary Avenue (mailing address)
Carol Stream, Illinois 60188
P: 630-871-6233
E: dbastian@carolstream.org
www.carolstream.org

Village of Carol Stream
FRANK SAVERINO, SR., MAYOR • LAURA CZARNECKI, CLERK • JOSEPH E. BREINIG, MANAGER
500 N. Gary Avenue • Carol Stream, Illinois 60188-1899
(630) 665-7050 • FAX (630) 665-1064
www.carolstream.org

August 6, 2018

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

Dear Mr. Szabo:

The Village of Carol Stream welcomes the opportunity to provide comment on the *ONTO 2050 Draft Comprehensive Plan* for the Chicago metropolitan region.

Carol Stream recognizes that as the Metropolitan Planning Organization for the region, CMAP must consider the vast diversity of the 284 municipalities and unincorporated areas within the seven county region in preparing *ONTO 2050*. Carol Stream also believes that, in general, policies and programs that strengthen the region as a whole will benefit most municipalities.

Every municipality in CMAPs service region has unique characteristics distinguishing it from its neighbors. However, we are concerned that some of the recommendations set forth in *ONTO 2050* could adversely impact Carol Stream due to our unique position as one of the few municipalities in Illinois that does not levy a local municipal property tax.

We are concerned about funding the implementation of certain recommendations in *ONTO 2050*. Specifically, *ONTO 2050* recommends reforms to state revenue sharing to reduce wide divergences across municipalities. Without more information, it is unknown whether Carol Stream would gain or lose revenue under *ONTO 2050's* recommendation to reform state revenue sharing, and to fund new initiatives suggested in the plan. Carol Stream is not in a position to absorb or support any loss in state shared revenues beyond that which has already occurred in recent years, or bear new costs to pay for new or recommended polices. As a Village with no local municipal property tax, we already rely upon user fees and taxes (home rule sales tax, local motor fuel tax and utility taxes) to support critical core services.

Carol Stream undertakes a deliberative and transparent process to prepare its annual budget. In recent years, budget preparation has become a year-round effort, as we have needed to react to unplanned reductions in state shared revenues and economic fluctuations. On multiple occasions in recent years, the Village has enacted mid-year freezes and cuts of planned expenditures as a result of revenue reductions. While we would not expect *ONTO 2050* to punish municipalities that lack capacity or face serious revenue problems, to the extent that these problems may be the result of their own decisions, Carol Stream does not support policies that would reduce our revenues or increase our costs in order to enhance revenues for challenged municipalities.

In summary, without a clearer understanding of how *ONTO 2050* would impact Carol Stream from a revenue and cost standpoint, we cannot offer full support of the plan. We would request that additional, more detailed information on the proposed revenue reforms and the new costs associated with implementation of the suggested policies and programs be provided for review and comment prior to adoption of *ONTO 2050*.

Sincerely,

Joseph E. Breinig
Village Manager

Coordinating Planner

Chicago Department of Aviation

malika.hainer@cityofchicago.org

7736863749

Page 12- There is opportunity to add in "provide naturalized connections where they do not exist (via green infrastructure)".

Page 28- O'Hare and Midway airports need to be shown on this map as employment centers, depending on how the term is defined. Together our airports employ around 50,000 employees and provide $50 billion in annual economic impact.

Page 198- It's definitely worth adding "pedestrian deaths at track level" (by Metra trains) to the list in the 3rd paragraph. This is am important safety issue for many community downtowns around Metra stations.

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'. Please contact the Chicago Department of Aviation for more information on this.

Page 229- Please include IDOT and Illinois Tollway in the 4th bullet point, and include roadway improvements to accommodate increased truck traffic.

Page 252- What would the freight service fee be used for? Need to specify if they will be used for roadway improvements, etc.

8/14/2018
Chicago Transit Authority

Subject: ON TO 2050 Draft Plan Comment

Thank you very much for working closely and collaboratively with CTA in developing the metropolitan area's long range plan. We have noted a great many areas where you have incorporated our feedback and ideas. We also recognize that the overarching goals of the plan are well aligned with CTA goals for a strong public transit system that supports appropriate land use, improves sustainability and climate outcomes and advances equity goals.

We have a few more comments for your consideration (attached) that further refine some of the language. If possible, we would appreciate the opportunity to review the graphics (which were not included in the current draft for public comment) before they are incorporated into the final plan.

Thanks again for your important work!

Leah

Leah D. Mooney
Director of Strategic Planning & Policy
Chicago Transit Authority
567 W. Lake Street, 10th Floor
Chicago, IL 60661
Phone: 312-681-4250
Email: lmooney@transitchicago.com

Chicago Department of Transportation

Did CMAP consider connectivity to every signal a priority as part of the 2050 planning? How about use of wireless/cellular technology in place of the traditional fiber optic based connectivity?

I really wish the Mobility chapter discussed communication to signals. Especially in the "Harness technology to improve travel and anticipate future impacts" section. On the City streets to improve travel time reliability and implement connected vehicle technologies we need remote access to the traffic signals. Right now almost all of our 3000 signals operating independently. This creates a lot of capacity utilization and traffic progression issues. We can achieve much better flow on our streets if the signals are synchronized and we can remotely adjust timing as conditions change. Also to implement connected vehicles technologies and roll out automated vehicles we need real time communication to signals. New York's Midtown in Motion is one good example.

At CDOT we are actively looking to harness wireless technology to connect signals. In the past we tried interconnect project with fiber installations and it proved out to be too expensive, takes long to implement, and are left with little resources to maintain the network once built. With 4G we no longer need fiber for signal communication and with 5G video can easily be send through the cellular network. Our TSMs usually do not include a connectivity component. Even if we added the connectivity feature to the TSMs the problems is that 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. So far we are finding that we can establish connectivity to our LMD40 and HMC1000 controllers using cellular modem. The only exception is the 200 or so mechanical controllers which have to modernized to establish connectivity.

Abraham Emmanuel
Deputy Commissioner
Chicago Department of Transportation

The City Colleges of Chicago

From: John Brophy <jbrophy3@ccc.edu>
Sent: Monday, August 20, 2018 2:41 PM
To: Jesse Elam
Subject: Feedback on Go to 2050

Hello Jesse,

Great chatting today.

As per our discussion, I have some targeted recommendations for the CMAP Go to 2050 plan mainly around discounted fares.

1- Free rides on public transit for everyone under 18- Children under 7 years old currently ride the CTA and Metra for free. By recommending increasing the free age limit to under 18 years old, CMAP would address the fact that child poverty rates are increasing in our Metro area, with currently 35% of children in Chicago (up from 28.5%) and 17% of children in the suburbs (up from 6.8%) living in poverty, disproportionately affecting
black and Hispanic kids. Providing transportation security is a trend that is being seen in metros across the country. By addressing transportation needs for city and suburbs kids, 50% of all children in poverty in the state (300,000 out of 600,000) would achieve some measure of transit security without any changes in infrastructure.
http://www.voices4kids.org/wp-content/uploads/2015/03/VOICES_2015KC_report_02metro_FINAL.pdf

Child Poverty in Metropolitan Chicago - voices4kids.org

www.voices4kids.org

voices4kids.org Voices for Illinois Children 25 Child Poverty in Metropolitan Chicago The geographic distribution of child poverty in Illinois has changed significantly.
https://seattle.curbed.com/2018/7/10/17556420/seattle-public-high-school-free-transit

Seattle public high school students—and some college ...

seattle.curbed.com

Mayor Jenny Durkan has officially signed the "Orca Opportunity" plan, which will provide free bus passes to Seattle Public Schools high school students and Seattle Promise scholars at Seattle Colleges. The Seattle City Council passed the legislation on Monday in a unanimous vote. Under the ...

https://www.wral.com/8-things-parents-teens-need-to-know-about-new-free-youth-gopass-bus-deal-for-teens-available-monday/17741126/

8 things parents, teens need to know about new free Youth ...

www.wral.com

Starting Monday, Aug. 6, teenagers ages 13 to 18 can pick up a Youth GoPass and start riding public buses across the Triangle for free. The new Youth GoPass is a collective effort between GoRaleigh, GoTriangle, GoCary and GoDurham, the four public transportation agencies that cover broad swaths of ...

2- U-Pass for all college students 6 credit hours or above on the CTA- using the LA Metro pilot program example, which is no longer in pilot mode and officially adopted long term: https://www.scpr.org/news/2016/05/27/61071/metro-approves-new-discount-rides-for-students-inc/

New Metro student discounts expanded to part-time college students

www.scpr.org

The Los Angeles County transit agency board approved new discounts making bus and train rides cheaper for college students, including those attending part time.

3- Metra discount for college students- Fares have increased 4 times in 4 years. The current RTA authorizing statute language mandates a student discount that isn't being offered to college students.

https://www.change.org/p/don-orseno-metra-discount-for-college-students

METRA DISCOUNT FOR COLLEGE STUDENTS - Change.org

www.change.org

For all of the commuter students who have been taking the Metra to get downtown from the Rock Island District, Electric Line, Southwest Corridor, etc. who are tired of increased ticket prices each year.

4- Car free streets- Review of legal/operational/enforcement options for parking meter contract. Lack of control over city streets can stymie potential changes to include

protected bike lanes, free or reduced fare parking for shared-use and/or electric vehicles, pedestrian-only street pilot programs, and even car-free days. Whether or not the parking meter contract is in effect, car-free days are an international trend that should be discussed especially in high congestion areas/ open air shopping districts/ special events and high risk air pollution days.

https://www.mnn.com/green-tech/transportation/blogs/london-mulls-car-free-days-curb-air-pollution

London mulls car-free days to curb air pollution | MNN ...

www.mnn.com

Despite resistance to a permanent car ban on Oxford Street, London mayor Sadiq Kahn is pushing for car-free days across the capital city.

OFFICE OF THE PRESIDENT
BOARD OF COMMISSIONERS OF COOK COUNTY
118 NORTH CLARK STREET
CHICAGO, ILLINOIS 60602
(312) 603-4600
TDD: (312) 603-5255

TONI PRECKWINKLE
PRESIDENT

August 22, 2018

Joseph Szabo
Executive Director
Chicago Metropolitan Agency for Planning (CMAP)
233 S Wacker Dr. #800
Chicago, IL 60606

Dear Joe:

Thank you for this opportunity to comment on ONTO 2050. It is an impressive and ambitious undertaking. The region and its future will benefit from this thoughtful set of recommended policies. I appreciate the clear commitment to the principle of inclusive growth, and hope this becomes a driving force throughout the region. This focus aligns with the priorities I have identified as I look forward to a third term.

I commend the deliberative and open process that CMAP undertook to get to this point. ONTO 2050 establishes an important framework for regional growth based on resilience, inclusive growth and prioritized investment. I am deeply committed to several of ONTO 2050's key strategies which resonate profoundly with the work of the County:

- **Invest in disinvested areas** – This recommendation speaks to the need for investment in many of the south suburban communities. We have been fortunate to have CMAP as a partner in this effort and look forward to continued collaboration on economic development, transportation planning, brownfield redevelopment, and open space and recreational opportunities to address this critical sub-region of the County.

- **Pursue regional economic development** – Since I came to office, I have advocated for and pursued a regional approach to economic development which has led to the launch of several successful initiatives culminating in the launch of the Chicago Regional Growth Corporation (CRGC). I am grateful for CMAP's generous support of this effort and ONTO 2050's explicit identification of CRGC as critical in the evolution of a regional economic growth strategy.

Printed on Recycled Paper

- **Support the region's traded clusters** – Cook County has made supporting traded clusters like fabricated metals and machinery a key part of its approach to economic development. We will continue to pursue that strategy and plan to further develop programs and investments that support traded clusters. The research that CMAP develops and tracks related to clusters provides invaluable assistance.

- **Mobility** – ONTO 2050 provides a robust set of goals and strategies related to changing travel demands, strengthening the existing transportation network and making transformative investments.

Lastly, I am pleased to have nominated Diane Williams to the CMAP board and have members of my senior leadership team serve on CMAP committees which have contributed this plan. I commend CMAP for its leadership, commitment to excellence and vision in the production of ONTO 2050.

Sincerely,

Toni Preckwinkle
President

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

1220 Oak Brook Road
Oak Brook, Illinois 60523
(630) 571-0480
Fax: (630) 571-0484

Founded June 19, 1962

MEMBER MUNICIPALITIES

Addison
Aurora
Bartlett
Bensenville
Bloomingdale
Bolingbrook
Burr Ridge
Carol Stream
Clarendon Hills
Downers Grove
Elmhurst
Glendale Heights
Glen Ellyn
Hanover Park
Hinsdale
Itasca
Lisle
Lombard
Naperville
Oak Brook
Oakbrook Terrace
Roselle
Schaumburg
St. Charles
Villa Park
Warrenville
Wayne
West Chicago
Westmont
Wheaton
Willowbrook
Winfield
Wood Dale
Woodridge

August 13, 2018

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

Dear Mr. Szabo:

On behalf of the DuPage Mayors and Managers Conference (DMMC), I provide these comments on the draft ON TO 2050 regional plan. DMMC is concerned about Chicago Metropolitan Agency for Planning's (CMAP) proposed statements on state and regional tax policy reform.

ON TO 2050 recommends that the "State of Illinois should reform state revenue sharing disbursement criteria to reduce wide divergences across municipalities and allow each municipality to support its own desired mix of land uses." This statement includes three elements: 1) an assertion that there are wide divergencies in municipal revenue levels, 2) a policy proposal that the State of Illinois should reform its revenue-sharing disbursement criteria to reduce those divergencies, and 3) a value statement that municipalities should determine their mix of land uses.

In the tax policy snapshot report for ON TO 2050, CMAP correctly notes that there are divergencies in local funding. These divergencies are due to several factors, one of which is local government choices concerning land uses. Although land use choices are an issue, they are not the sole issue determining divergencies in revenue sources. Home rule local governments have access to multiple funding sources.

DMMC shares your desire to support local control of land use. Local governments should have the ability to choose their own destiny. CMAP, to its credit, has supported local control of land use decisions. ON TO 2050 should continue that support.

How does CMAP propose to change state-funding disbursements? The statement in ON TO 2050 provides little clarity to explain what specific funding streams will be recommended for change and through what modifications. If any changes are to be made to these criteria, they should be done through a deliberative process in partnership with the state and local governments.

The Local Government Distributive Fund (LGDF) provides significant funding for local priorities. In recent years, LGDF has been targeted for reductions. We request that ON TO 2050 include a strong statement in support of LGDF and its continued emphasis on local control.

We support efforts to provide local governments with more authority to pursue flexible and sufficient funding. The ability to make decisions to raise and expend municipal funds is vital for government to provide for and protect the health, safety and welfare of local residents.

We are concerned that ON TO 2050 too narrowly focuses on the disbursement of state funding streams. Instead, we propose that ON TO 2050 advocate for preserving local authority for funding. Specifically, we request your support to remove the home-rule distinction for communities with fewer than 25,000 residents. This change would provide greater funding flexibility for the more than half of all municipalities in DuPage County. These municipalities would gain access to new revenue sources including taxes on hotels, car rentals and natural gas utilities. With increased and more flexible funding, local governments should be able to reduce the divergencies in revenue.

Thank you for considering these comments.

Sincerely,

Annunziato Pulice
President, DuPage Mayors and Managers Conference
Mayor, City of Wood Dale

cc: CMAP Board of Directors
CMAP Council of Mayors Executive Committee

The Village of Glenview

Office of the President
(847) 904-4370 direct
(847) 724-1518 fax

August 14, 2018

Mr. Gerald Bennett, Chairman
Chicago Metropolitan Agency for Planning (CMAP)
233 S. Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Bennett:

I am writing to express a serious concern regarding your agency's current draft of ON TO 2050. While regional planning and cooperation is critical to the success of our communities, I believe the plan includes several references and potentially disastrous recommendations in the area of redistribution of existing revenue sources that should be withdrawn from the document.

As a member of the Northwest Municipal Conference, Glenview shares the issues and concerns outlined by NWMC President Juracek in her August 7, 2018 letter to CMAP Executive Director Szabo. Without repeating all the information, I would like to summarize that statements in your planning document appear to be biased toward revenue redistribution actions that would cause irreparable harm to communities such as Glenview.

To be clear, Glenview has over 100 years of historic decisions that have been driven by our municipality's unique development goals (improving quality of life, reducing the property tax burden, implementing community initiatives, etc.). Any redistribution of revenues generated from these decisions would directly penalize *after-the-fact* Glenview with no consideration for the unique, historic development decisions we have made. Further, such a redistribution would undermine our ability to use these revenues specifically to fund current and future obligations associated with the development of infrastructure for these areas.

On behalf of the Village of Glenview and its residents, we strongly assert that the plan should explicitly exclude potential revenue redistribution recommendations. Thank you for your consideration of our concerns regarding this topic.

Sincerely,

Jim Patterson

James R. Patterson, Jr.
Village President

Illinois Department of Transportation
Office of Planning & Programming
2300 South Dirksen Parkway / Springfield, Illinois 62764

August 14, 2018

Joseph Szabo
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive Suite 800
Chicago, Illinois 60642

Dear Mr. Szabo: Joe:

The Illinois Department of Transportation (IDOT) appreciates the opportunity to provide formal comments on the Chicago Metropolitan Agency for Planning's (CMAP) draft ON TO 2050 plan. The principles of the plan – resilience, inclusive growth, and prioritized investment – provide a strong framework for the region's future.
IDOT would like to offer a few ways in which the draft plan could be strengthened.

1. Measuring Progress and Setting Targets

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 TO 2040 was the first comprehensive plan for the region, it included targets for how each strategy would be measured over time. While some of the original targets ended up being more aspirational than attainable, there is little if any 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 due to newly available data, better analysis, or simply slower than expected progress.

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. We believe that it's critical to hold the region's partners accountable to implementation and to do so requires a benchmark to measure progress against.

2. Streamlining Strategies and Actions

IDOT would like to offer that there are a few places where the strategies and associated actions are so closely aligned they could be combined.

Many technical fields – transportation and engineering included – are guilty of unnecessary distinctions between things when the differences between them are so small. For example, the strategies in the section titled "Support the Region's Traded Clusters" could be streamlined into one strategy with a few actions. The focus would be on achieving inclusive growth through the prioritization of clusters and human capital needs identification. Other thoughts on where strategies can be combined are included in the notes document IDOT will be providing to CMAP.

3. Implementation

A plan is only as good as its ability to be implemented. Planners frequently talk about making plans that don't sit on a shelf. IDOT would encourage CMAP to create an accompanying implementation matrix in the final version of the plan. This is a critical blueprint that will allow stakeholders to know exactly what their roles and responsibilities are and what they've been charged with accomplishing.
There are a few places where the plan lists an implementer and/or a "similar organization" – we suggest that new organizations not be created if existing organizations are well positioned to take on the recommendation.

Lastly, to make the plan more user friendly, 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 laid out in ON TO 2050 are critical to improving quality of life and economic development in northeastern Illinois.

In closing, IDOT would like to commend the staff who have spent tireless hours researching, debating, and working with committee members to prioritize the plan's three themes and associated actions and strategies. IDOT will be providing a hardcopy of additional detailed notes on the entirety of the plan.

If you or your staff have questions about the comments provided, please feel free to reach out to me at Erin.Aleman@Illinois.gov or 312-793-1460 as I would be happy to discuss our thoughts further.

Sincerely,

Erin L. Aleman,
Director of Planning and Programming

e-copy: LS, LS

PRESIDENT
Mayor Mark W. Eckert, Belleville

FIRST VICE PRESIDENT
Mayor Michael J. Inman, Macomb

SECOND VICE PRESIDENT
Mayor Leon Rockingham, Jr., North Chicago

EXECUTIVE DIRECTOR
Brad Cole, Former Mayor, Carbondale

VICE PRESIDENTS
Mayor Richard H. Veenstra, Addison
Mayor Richard Irvin, Aurora
Mayor Michael Chamberlain, Belvidere
Mayor Tyrone Coleman, Cairo
Mayor John Michael Henry, Carbondale
Mayor Rahm Emanuel, Chicago
Village President Charles E. Tokar, Chicago Ridge
Mayor Kevin B. Hutchinson, Columbia
Mayor Aaron Shepley, Crystal Lake
Mayor Julie Moore-Wolfe, Decatur
Mayor Teresa Kerns, Diamond
Mayor Liandro Arellano, Jr., Dixon
Mayor Reggie Freeman, East Moline
Mayor Emeka Jackson-Hicks, East St. Louis
Mayor John Pritchard, Galesburg
Mayor Joe W. Bisch, Grayville
Village President Rodney S. Craig, Hanover Park
Mayor Andy Ezard, Jacksonville
Village President Eugene Williams, Lynwood
Mayor Tim Gover, Mattoon
Town President Chris Koos, Normal
Mayor Jim Ardis, Peoria
Mayor Scott Harl, Peru
Mayor Robert Hausler, Plano
Mayor Kyle Moore, Quincy
Village President Rick Reinbold, Richton Park
Village President Catherine Adduci, River Forest
Mayor Chet Olson, Rochelle
Mayor Thomas McNamara, Rockford
Mayor Dale B. Adams, Rockton
Mayor Richard H. Hill, Round Lake Beach
Mayor Jim Langfelder, Springfield
Mayor Ricky J. Gottman, Vandalia
Mayor Gary W. Manier, Washington
Mayor Tom Jordan, West Frankfort

PAST PRESIDENTS
Village President Karen Darch, Barrington
Mayor Roger C. Claar, Bolingbrook
Mayor Gerald E. Daugherty, Mascoutah
Mayor Gerald R. Bennett, Palos Hills
Mayor Al Larson, Schaumburg

August 7, 2018

Mr. Joseph C. Szabo
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Ste. 800
Chicago, IL 60606

Dear Mr. Szabo:

The Illinois Municipal League (IML) appreciates the opportunity to provide feedback on the Chicago Metropolitan Agency for Planning (CMAP) "On To 2050" comprehensive regional plan draft document.

IML recognizes that many of the recommendations in the plan are offered as suggested policies for adoption at the local or regional levels. We have no comments on these proposals because they allow for local input and implementation.

As the statewide organization representing all municipalities, IML is interested in all elements of the draft plan that would require state and federal statutory changes with potential consequences that both include and extend beyond the Chicago metropolitan area. After reviewing the document, IML offers the following comments on several of the proposals that would affect municipalities throughout the state:

Build local capacity to compete for infrastructure investments

IML supports the expansion of the Illinois Department of Transportation's (IDOT) transportation development credit program to apply to federal aid projects and direct funding assistance to preliminary engineering and priority projects in disinvested areas (page 31).

Reform state and federal regulations that negatively affect development of diverse housing types

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).

Reform tax policies to sustain economically beneficial land uses and support local infrastructure

The current state sales tax system should be expanded and applied to services. However, any proposal to alter existing distribution criteria for various state-shared revenue sources must not diminish shared revenue allocations currently received by non-Chicago area regions. Additionally, communities should not be required to have any portion of their state-shared revenues or locally-imposed sales tax revenues reallocated to other communities based on real or perceived need (page 55).

Local governments should implement user fees

Non-home rule municipalities should be authorized by statute to adopt appropriate user fees to fund current infrastructure needs and create a sustainable funding source for long-term infrastructure investment. This includes permitting all local governments to adopt local Motor Fuel Taxes (MFT) to fund local infrastructure improvements (page 56).

The State of Illinois should collaborate with regional stakeholders to implement a strategy for the region's economic growth

Allocation of financial resources by the state should be oriented to encourage economic development throughout the state and should not demonstrate favoritism to any particular region. IML supports the suggestion in the draft proposal encouraging the engagement of stakeholders from across the state in determining where resources are best allocated within each region. This includes working to identify how regulatory barriers, fiscal and tax policies, permitting processes, education and workforce development and physical infrastructure can be addressed to enhance economic development (pages 72-73).

Leverage institutions of higher education and research for economic development

IML agrees that the state should provide full annual funding to Illinois' public universities. Illinois' public university system contributes to the economic growth of the state and individual campuses are critical to the economic development of the regions where the campuses are located (page 88).

Promulgate stronger standards for transparency and accountability of economic development incentives

Amending state law to require regular audits of tax abatements, diversions and credits for economic development would provide a useful view of the efficacy of these policies and whether they generate economic development in communities (page 102). IML has concerns with the adoption of statewide policies that predicate economic assistance on regional priorities above the priorities of the individual communities within a region (page 103).

Improve water resource management and cooperation

The plan proposes that the state should develop a comprehensive water planning agenda and increase funding levels to support key programs. IML cautions that state involvement should only augment, and not replace, local or regional control over water resource management. The proposal calling for the

United States Environmental Protection Agency (USEPA) and federal partners to advance stormwater management reform to better address non-point source pollution and flooding is meritorious (pages 123-124).

Optimize water infrastructure investment

IML agrees that state and local governments need to address aging water infrastructure in a manner that considers long-term asset management, maintenance costs of infrastructure upgrades and expansion. Infrastructure replacement will require realistic timetables and funding assistance from the state. CMAP should consider the costs and challenges associated with current legislation in the General Assembly that would require lead line mitigation (pages 126-127).

Address the unique challenges of Lake Michigan and its tributaries

IML supports efforts to encourage Congress to continue funding programs that benefit the Great Lakes in general and Lake Michigan in particular (pages 128-129).

Maintain an Investment in Gray and Green Infrastructure

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 (page 135).

Protect and steward high-priority natural areas

IML supports appropriate funding for the Open Space Lands Acquisition and Development (OSLAD) program, the Natural Areas Acquisition Fund (NAAF), the Coastal Management Program and other programs oriented toward acquiring and maintaining high-priority lands (page 158).

Explore consolidation of governments and services

Locally-initiated service consolidation is a sensible solution to address affordability barriers in communities with fewer financial resources. The Intergovernmental Cooperation Act (ICA) can adequately facilitate many service consolidations. There are instances where state statutes may need to be amended to effectuate specific service consolidations. An example of this is the consolidation of public safety services. Laws promoting the consolidation of local governments should require input from local elected officials in the affected communities. Insofar as government consolidation is triggered by petition, the petition requirements should be substantial enough to demonstrate significant support for the proposed consolidation (pages 173-174).

Increase the motor fuel tax and study a vehicle miles traveled fee

State Motor Fuel Tax (MFT) is an important revenue source and should be increased and possibly indexed to inflation to preserve its value for funding essential infrastructure. Increasing the tax presents political difficulties, but to a lesser degree than attempting to institute a more complicated and controversial vehicle miles traveled fee or other funding scheme. Thorough study is needed before a

vehicle miles traveled fee is considered or adopted. IML recommends that considerable research be conducted regarding any revenue distribution formulas as a result of such a tax (pages 184-185).

Provide professional development opportunities that increase the capacity of staff and officials

IML is well-positioned to serve as a central platform for hosting peer-to-peer events and for training elected and appointed officials. IML can coordinate with organizations like CMAP and the suburban regional councils of government (COGs) to diversify our training programs based upon issues unique to the Chicago metropolitan area. Coordinating through IML would eliminate training redundancies while establishing a consistent educational experience for elected and appointed officials (page 189).

Improve driver training and equitable traffic safety enforcement policies

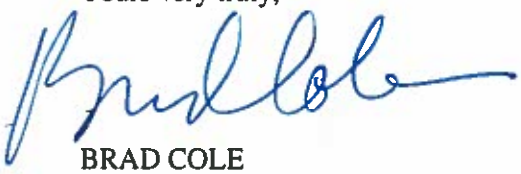
IML concurs that the state should expand local authority to implement automated speed limit enforcement programs. These programs are an efficient way to enforce traffic laws and allow public safety personnel to focus on addressing serious crime (page 241).

Implement a federal cost of freight user fee

IML concurs that a national sales tax on the cost of shipping freight that distributes revenue back to the states based upon a formula is a sensible policy for generating transportation funding revenue (page 252).

Once again, the Illinois Municipal League appreciates the opportunity to offer comments on the draft CMAP "On To 2050" comprehensive plan. Please feel welcome to contact me at (217) 525-1220 or bcole@iml.org if I can answer any questions or provide additional support. Thanks.

Yours very truly,



BRAD COLE
Executive Director

c: IML Board of Directors

The Illinois Tollway
2700 Ogden Avenue
Downers Grove, Illinois 60515-1703
Phone: 630/241-6800
Fax: 630/241-6100
TTY: 630/241-6898

August 10, 2018

Mr. Jesse Elam
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive
Suite 800
Chicago, IL 60606

Dear Mr. Elam:

Thank you for the opportunity to participate in and provide comments to the Draft ON TO 2050 Plan. As the plan has been under development, Tollway staff has provided input over the past several months and appreciates this opportunity to formally submit agency comments.

Mobility Chapter Comments

Tollway acknowledges the tension within the ON TO 2050 plan to be aspirational, while also principled and disciplined in light of limited projected funding. When thoughtfully applied, Tollway believes that tolling can present a viable new funding stream for select projects as a user fee. Tollway is supportive of and a willing partner when it comes to developing independent financing strategies for such candidate projects. Yet, 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.

Tollway supports ON TO 2050's goal of inclusive growth. Recognizing that tolling can have disproportionate impacts to 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 without direct consequence to regional funding and operational resources.

Constrained Expressway Projects Comments

Tollway urges CMAP keep the description of projects in the constrained list reasonably consistent with how they have been described by the lead agency. (Please see updated

language for Tollway-led projects attached.) 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 Managed Lanes, is helpful.

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).

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.

Thank you again for this opportunity to provide comments.

Sincerely,

Rocco J. Zucchero
Chief Planning Officer

Cc: Aimee Lee
Henry Guerriero

Attachment

Project Descriptions Revisions

Elgin O-Hare Western Access, RSP 20

The Elgin O'Hare Western Access (EOWA) project will provide a new, limited-access facility to reduce congestion and improve access to the airport, supporting the ongoing modernization and expansion of O'Hare. Federal approval for the EOWA was given in 2013, and construction is now underway. The project includes three main components: rehabilitating and widening the existing Elgin O'Hare Expressway, extending the expressway east to O'Hare, and adding an expressway around the western side of O'Hare from I-90 to I-294 (the western bypass). All three components will be tolled. It is expected to include express bus service. The Tollway completed the work along the existing Elgin O'Hare Expressway in 2016 and completed extension of expressway east to Illinois Route 83 in 2017. The construction of the remaining components of the project is expected to be complete in 2025.

I-294/I-290 Interchange Improvement, RSP 24

The I-290 Eisenhower/I-294 Tri-State interchange has insufficient capacity on ramps and heavy truck volumes. Loop ramps and weaving movements cause congestion and high crash rates. Congestion on southbound I-290 can extend to 14 hours of the day. This project will reconstruct the interchange to reduce weaving movements, replace loop ramps with higher-capacity directional ramps, and reduce crashes. A key benefit will be to improve capacity from the south leg (I-294) to and from the northwest (I-290), which is a regional bottleneck. The Tollway will advance these improvements as part of I-294 Central Tri-State Reconstruction and Mobility Improvements (RSP 23).

I-294 Central Tri-State Reconstruction and Mobility Improvements, RSP 23

The central portion of the I-294 Tristate (95th Street to Balmoral Avenue) has the oldest pavement on the Tollway system, yet it is also the most-heavily used portion of the Tollway system. This project proposes to rebuild and widen the expressway, adding a flex lane along portions of the route. This presents opportunities to integrate express bus service.

I-294/I-57 Interchange Addition, RSP 22

The I-294/I-57 interchange project connects these two interstates for improved accessibility to and from the south suburbs and for improved north-south regional travel. Construction of Phase 1 was completed in 2014 and provided new ramps to connect northbound I-57 to northbound I-294 and southbound I-294 to southbound I-57, as well as an entrance and exit ramp from I-294 to 147th Street. The final phase will be completed by 2024.

Tri-County Access

A northern extension of IL-53 and expansion of IL-120 in Lake County would have enormous mobility benefits for the region, however a new consensus regarding this project's scope, design, and financing is needed. Two prior efforts provide solid foundations to identify a solution, however these studies either need updating or did not complete the federally required analyses needed to support a decision. The

Lake County Transportation Improvement Project (LCTIP) issued a Draft Environmental Impact Statement in 2001 that assessed solutions at a county-wide level but now contains outdated information, and the Blue Ribbon Advisory Council (BRAC) issued a report that called for a lower-speed, reduced cross-section toll facility with numerous environmental enhancements in 2012 but did not include a review under NEPA. In 2017, the Illinois Tollway, in collaboration with FHWA and IDOT, initiated the Tri-County Access Project EIS to address transportation needs in eastern McHenry, northern Cook, and Lake Counties. The Tri-County Access project EIS will build off of prior studies to inform the identification of a preferred alternative for transportation improvements in the project area. Once the TCA Project has progressed and a fundable solution has been identified, that solution can be included in the region's long-range plan.

SHOULD ENHANCE ACCESS TO ALL MAJOR FREIGHT FACILITIES.

CMAP, highway agencies, and rail partners should enhance freight connections to the region's port and airport facilities.

Develop a unified regional approach for freight transportation issues

Our region's freight network depends on careful, well-funded investment to ensure economic prosperity here and nationally. Coordinating regional action to obtain and prioritize new federal dollars for freight infrastructure is especially critical. CMAP and its partners have developed a strong regional voice on freight, working to address truck permitting issues, advocating for federal funds, and building coalitions to implement major projects such as the 75th St. CIP. CMAP and its partners should continue this momentum to change federal, state, and local policies and support coordinated investment in the region's freight network.

In 2017, CMAP's Regional Strategic Freight Direction established a programming framework to define the best use of limited capital funds for freight.[274] It is especially timely given the growing federal and state emphasis on freight infrastructure needs. Enacted in late 2015, the current federal transportation law, the Fixing America's Surface Transportation (FAST) Act, provides the first-ever dedicated funding for freight improvements.[275] This program is currently referred to by the U.S. DOT as the Infrastructure for Rebuilding America (INFRA) program, and it and other competitive federal programs offer significant resources to support large, complex projects with broad impact on speeds and volumes of goods movement. Regional consensus and action have the potential to attract broader investment; the U.S. DOT looks favorably on projects with broad regional support, and by limiting the number of proposals submitted by metropolitan Chicago and Illinois, our region and state can increase the likelihood of success. Released this year, the Illinois Department of Transportation Freight Plan identifies the major bottlenecks across the state, including those in northeastern Illinois.[276] IDOT's recently released competitive freight program makes strides to improve performance-based evaluation of freight project applications across the state.

CMAP and partners should pursue stable and sustainable funding for the region's freight network.

CMAP and partners should create a process to develop, coordinate, and prioritize responses to federal freight funding opportunities such as INFRA.

---

[274] Chicago Metropolitan Agency for Planning, "Regional Strategic Freight Direction," February 2018, http://www.cmap.illinois.gov/documents/10180/826017/FINAL+Regional+Strategic+Freight+Direction+with+cover_2-6-18.pdf/88a957e1-249b-4b54-d093-f53b144ee102.

[275] Chicago Metropolitan Agency for Planning, "Congress passes transportation reauthorization bill," December 4, 2015, http://cmap.is/1IBWD16.

[276] Illinois Department of Transportation, "Illinois Department of Transportation Freight Plan," October 2017, http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP%26P/IL FreightPlan_FINAL.pdf.

Study,[281] funded by numerous partners including the counties, City of Chicago, IDOT, and CMAP. Local restrictions represent another opportunity. Oversize and overweight permitting must be complemented by streamlined local routes that support movement of regularly loaded trucks. A recent LTA project in the O'Hare subregion offers one example of working across jurisdictions to create consistent truck routes, limiting truck traffic in residential and sensitive areas while still providing connected and consistent routes.[282]

Local governments should work with businesses to implement policies that improve delivery management in urban areas, including encouraging off-hours deliveries.

Local governments should take a proactive approach to designating truck routes and reevaluating truck restrictions.

IDOT should review truck route designations for state-jurisdiction highways to provide a well-developed backbone of Class I and II truck routes that local governments can incorporate into their planning efforts.

Counties and local government should coordinate oversize and overweight permitting across jurisdictions and ensure they are consistent with the state permitting process.

The state and counties should provide easier access to information on truck routing and restrictions as well as oversize and overweight permitting processes.

CMAP should study the transportation and land use impacts of emerging freight distribution strategies to develop policies, data, and best practices for addressing these impacts.

CMAP and transportation providers should collaborate with O'Hare, Midway, and the Port of Chicago to facilitate surface transportation access to and supportive land use planning around these facilities.

Mitigate the negative impacts of freight on adjacent areas, particularly economically disconnected areas

While providing broad economic benefits, freight activity can have adverse impacts on communities. Truck and rail traffic can cause noise, congestion, air quality, and other negative impacts. Trucks cause heavy wear and tear on locally maintained roads, and at-grade rail

[281] Chicago Metropolitan Agency for Planning, "Regional Truck Permitting Plan," http://www.cmap.illinois.gov/programs-and-resources/lta/regional-truck-permitting.

[282] Chicago Metropolitan Agency for Planning, "O'Hare Subregion Truck Route Plan: Recommendations and Action Plan," 2017, http://www.cmap.illinois.gov/documents/10180/487146/Final_CMAP+OHare+Subregion_Task5+Action+Plan_6-29_17_v2.pdf/5bb4a092-b0ad-48d7-96b6-027fb6fc3105.

choose to implement variable parking rates, with higher prices charged at times and locations of peak demand or for certain vehicle types such as delivery trucks in business districts, allowing for more efficient use of available parking spaces.

Innovative parking strategies have already been implemented by municipalities in the region. The City of Chicago launched a Downtown Loading Zone Reform pilot program in 2017 that changes how delivery trucks are charged in loading zones.[291] Based on recommendations in a LTA project study, the Village of Hinsdale increased hourly parking rates.[292]

Implement tolling

The state and region have insufficient revenues to fund operations and maintenance of the existing transportation system. Broader implementation of tolling offers a clear path to rebuild the expressway system, while tying new fees to those who use it the most. Implementing managed lanes and additional tolling on the region's existing expressway network would help relieve congestion, improve transit operations, and raise revenues to improve the condition of pavement and bridges. The Tollway and IDOT should work with CMAP to identify and then implement a system of managed lanes and tolling, as appropriate, on both existing and new expressway capacity.

On new expressway capacity, the Tollway and IDOT should pursue managed lanes and tolling to provide project funding as well as manage demand for the system. To defray the costs of reconstruction, IDOT and the Tollway should implement tolling in conjunction with planned reconstruction of existing, untolled facilities. Tolling on existing expressways will help pay for the costs of reconstruction, as well as free up existing revenues for the remainder of the system. With each transportation reauthorization, federal policy has increasingly embraced tolling on interstate expressways, and current participation by Illinois in the Value Pricing Pilot Program creates additional tolling opportunities. Over the longer term, the technology associated with mileage-based user fees may even allow differential pricing on managed lanes without requiring construction of the tolling infrastructure needed today.

> *IDOT* should implement tolling on existing expressways following reconstruction projects, except on very short or isolated segments, to help finance the reconstruction project.

IT SHOULD BE MADE CLEAR THAT THE REVENUE FROM TOLLING ON (NEW CAPACITY ON ROADS) IS NOT INCLUDED IN THE REASONABLY EXPECTED REVENUES

[291] Chicago Metropolitan Agency for Planning, "Chicago establishes the Downtown Loading Zone Reform Pilot Program," October 26, 2016, http://www.cmap.illinois.gov/updates/all/-/asset_publisher/UIMfSLnFfMB6/content/chicago-establishes-the-downtown-loading-zone-reform-pilot-program.

[292] Annemarie Mannion, "Rate hike to discourage employees from parking downtown," The Doings Hinsdale, October 14, 2014, http://www.chicagotribune.com/suburbs/hinsdale/ct-parking-boxes-hinsdale-tl-1023-20141014-story.html.

THIS ASSUMES THERE IS EXCESS REVENUE FROM TOLLING. WHILE WE SUPPORT TRANSIT IN THESE TRADE CORRIDORS, TOLLS/ WE HAVE COMPATIBLE USER FEES SHOULD BE ALIGNED W/ INVESTMENTS/BENEFITS THAT BENEFIT THE USER PAYING THE FEE/TOLL.

IDOT and the Tollway should flexibly use toll revenue to pursue multimodal transportation system goals such as providing high-speed, high-reliability transit service to improve expressway corridors. TOLL REVENUE MAY BE MORE CLOSELY ALIGNED W/ FREIGHT WHICH COULD ALSO BE REFERENCED IN THIS SECTION

The federal and state governments should expand authority to toll existing capacity.

IDOT and the Tollway should implement priced managed lanes on all but the shortest or most isolated new expressway capacity to help get the best performance from the new capacity.

IDOT and the Tollway should implement policies that ensure equitable access to tolled facilities, such as providing drivers a baseline of credits for free travel.

REDUCED FARE NOT FREE, REDUCED FEES MUST BE ALIGNED W/ RECOGNIZED PROGRAMS (MEDICAID, ETC.)

Further implement value capture

Value capture offers an innovative option for local governments to harness a portion of the new private property value created by public infrastructure. Adjacent property owners often benefit from the construction of a new or improved transportation facility through higher rents and property values. Project implementers should explore value capture to help fund capital costs associated with new, expanded transportation facilities, including transit service enhancements.

Value capture mechanisms currently available in Illinois include tax increment financing districts, special service areas (SSAs), impact fees, and business district taxes (BDs).[293] Many communities already use these mechanisms for small scale transit and road improvements. For a select set of large projects, the state recently authorized TFIA districts that allow use of incremental property tax revenue to fund transit improvements. In addition to an established TFIA for the CTA North Red/Purple Line Modernization Project, other transit projects may also be ripe for the implementation of a value capture district. Adding further projects to the statute and broadening current value capture types at the community level can help provide much-needed local revenues to support the transportation system.

Arterial roadway capacity expansion projects are often implemented by either IDOT or county transportation departments. However, while these projects have regional mobility benefits, the need for expanded arterial capacity is driven partly by local conditions, such as increased retail, office, or industrial development. In addition, a portion of an arterial project's benefit accrues to the community or communities where the expansion is occurring, in the form of reduced congestion or increased revenues. The Tollway already requires that local governments applying for a new interchange contribute at least half of the project cost. IDOT and the counties could consider similar policies for the cost of additional arterial capacity, which would leverage local benefit to fund the project. Municipalities could utilize value capture districts such as BDs

[293] Chicago Metropolitan Agency for Planning, "Transportation Value Capture Analysis for the CMAP Region," June 2011, http://www.cmap.illinois.gov/documents/10180/27573/VC-Final-Report_7-26-11-Executive-Summary.pdf/5efa8c6f-da3b-4fe8-8a61-33d322850a01.

ago. While it is mostly a reconstruction, an additional lane is being added on the east-north and north-west ramps, as well as three new flyovers. A new through-lane will also be added on I-90/94, correcting a deficiency that forces drivers to switch lanes when entering the interchange. Both the capacity and reconstruction elements of the project are considered constrained in ON TO 2050. The new ramp configurations and added lanes are expected to improve safety and significantly reduce crashes for all users. The project is currently under construction.

I-55 Stevenson Managed Lanes, RSP 146

The I-55 Stevenson Expressway is one of the most congested segments in the Chicago area. This project would add managed lanes from I-355 to the Dan Ryan. Because of the wide inside shoulder with full-depth pavement along part of the route, adding managed lanes can be relatively inexpensive, making it the most cost-effective congestion reduction project evaluated. IDOT currently anticipates adding two new lanes to assure travel time reliability. Given the success of the I-55 bus on shoulder service, IDOT should specifically incorporate bus priority features into the roadway design and plan for increased service as an improvement over the current bus on shoulder service. Riders on this service would benefit as free users of the managed lane.

IDOT is seeking to build the project through a public-private partnership. It will be critical for the Department to protect the public interest by using a PPP structure that transfers some of the risk to the private partner. It is not assumed that all existing lanes will be tolled as part of this project, but over the longer term, when the adjacent general purpose lanes are reconstructed as part of I-55 Stevenson Expressway Reconstruction (RSP 137), tolling should be implemented on all lanes. This project is also supported in the Will County Community Friendly Freight Mobility Plan.

I-55 Barack Obama Presidential Expressway Add-Lanes and Reconstruction, RSP 34

This section of I-55 from I-80 to Coal City Road, contains a 1,400-foot bridge over the Des Plaines River that was built in 1957 and requires frequent rehabilitation. Also importantly, this southern segment of I-55 in Will County serves three large logistics parks and two intermodal rail terminals. The road is typically two lanes in each direction, an operational challenge because of the large numbers of trucks entering, exiting, and traveling on the road. This project would make near-term interchange and spot capacity improvements and ultimately add an additional lane.

I-80 Managed Lanes (US 30 to I-294), RSP 37

[GRAPHIC TO COME: An illustrated graphic will show improvements to I-80.]

Due to the high volume of trucks on I-80, local safety concerns, and other travel needs, I-80 east of US 30 should also be expanded to include managed lanes, with a full examination of options that improve operations across the whole I-80 corridor (in conjunction with RSP 36) and

GIVEN UNCERTAINTY IN PROJECT DESIGN IS A GRAPHIC NEEDED?

includes consideration of truck-only lanes, full facility tolling, and managed lanes. This project is also supported in the Will County Community Friendly Freight Mobility Plan.

Western I-80 Reconstruction and Mobility Improvements (Ridge Road to US 30), RSP 36
The western segment of I-80 from Ridge Road to US 30 in Will County is in critical need of improvement, with failing pavement conditions and the bridge over the Des Plaines River requiring replacement. While this segment has immediate needs, and IDOT will soon be seeking design approval, a full examination of the I-80 corridor to include prospects for developing managed lanes, including truck-only lanes and full facility tolling, is recommended. This project is also supported in the Will County Community Friendly Freight Mobility Plan.

Is this considered w/ I-80 the recommended? Does this study the scope?

I-190 Access Improvements, RSP 32
O'Hare International Airport and its surrounding freight and manufacturing development are an economic engine for the region, but the area experiences significant congestion and unreliable travel times. The I-190 Access Improvements project consists of reconfiguring arterial access to I-190 and O'Hare International Airport to improve mobility as well as ultimately reconstructing and adding capacity to mainline I-190. Elements of this project are under construction or have been completed. There is a need to evaluate a long-term funding strategy for this project, which could include tolling.

I-290 Eisenhower Reconstruction and Managed Lanes, RSP 30

[GRAPHIC TO COME: An illustrated graphic will show improvements to I-290 and CTA Blue Line reconstruction.]

This project would reconstruct the second oldest pavement on the expressway system and address many bridges that are in poor condition. The Eisenhower consistently ranks as one of the five most congested segments in the region, partly because of the bottleneck created where it drops from four lanes to three west of Central Avenue. It suffers significant safety problems because of several left-hand ramps. I-290 is a multimodal corridor, and this project is closely linked to CTA Blue Line Forest Park Reconstruction (RSP 93), as well as a high-performing potential segment of Pace's proposed express bus network. This project will include improving bicycle and pedestrian facilities near CTA stations and interchanges in the project corridor, construction of a multi-use trail connecting the Prairie Path and Columbus Park, and configurations that can accommodate express bus service or other future transit investments. The project received a record of decision from FHWA in 2017 to rebuild the expressway and add a high-occupancy toll lane. Given the cost of the project and the lack of alternative fund sources, IDOT should strongly consider tolling the entire facility to offset its construction cost as well as potentially implementing a dual managed lane to improve reliability.

↳ Recommending a Toll within the Toll?

I-290/IL 53/I-90 Interchange Improvement, RSP 21
This project would improve a cloverleaf interchange that is integrated with ramps to and from the Woodfield Mall in Schaumburg, causing weaving, congestion, and crashes. Some of the loop

WHY IS THIS CALL OUT BOX INSERTED HERE? THIS SHOULD BE PART OF THE DISCUSSION AND NOT BEYOND ON TO 2050 AND REVENUE IS ALSO PART OF THAT

CMAP, IDOT, and the Tollway are partnering to develop a multijurisdictional, multimodal vision for the region's expressway system that will build on the constrained project list, identifying additional potential investments in the existing system that can improve operations, support transit, and benefit the environment, as well as the additional financial commitments needed to implement this vision. These investments and revenues are outside the scope of ON TO 2050.

The following are the unconstrained regionally significant projects

Caton Farm Road – Bruce Road Corridor
This project would provide a new bridge over the Des Plaines River and I & M Canal as well as approach roadway to join Caton Farm Road and Bruce Road in Will County. Various alignments are presently being studied. Further work is needed to select a final alignment and develop a financing plan for the project before consideration for the fiscally constrained portion of the plan.

Chicago Streetcar Light Rail Lines
Numerous routes for light rail lines in the city of Chicago were submitted by the public, in some cases replacing existing CTA bus service. Limited planning has been conducted with only high-level cost estimation. Modeling for some routes suggests they could generate appreciable ridership, and have positive economic impacts and other benefits. However, they would represent a relatively high capital investment while not addressing existing system state-of-good-repair needs.

Circle Line
The Circle Line is a proposed circumferential rail service that would connect several existing CTA rail lines. It would be built in two phases, with the north section traveling largely along Ashland Avenue from the Green/Pink Lines to North/Clybourn on the Red Line. The southern portion of the Circle Line would run from the Ashland Station on the Green/Pink Lines to the Orange Line and use that right of way to enter the Loop. This project is costly for the level of benefits it would provide. Ashland BRT also would serve the corridor more cost-effectively.

CrossRail Chicago
This far-reaching and ambitious project involves electrifying and making operational changes to the Metra North Central Service as well as linking that service to the Metra Electric via the St. Charles Air Line south of Union Station. Some improvements considered part of CrossRail are constrained in ON TO 2050, such as the A-2 Crossing. The project shares some elements with the O'Hare Express and may depend on that project's outcome.

Cross-Town Tollway and CTA Route
The Cross-Town Expressway would be a new expressway along Cicero Avenue in Chicago. As submitted by the public, it also includes a rail line similar to the Mid-City Transitway. While it

550 W. Irving Park Road, Itasca, Illinois 60143-2018
630-773-0835 • Fax 630-773-2505 • www.itasca.com

August 14, 2018

ON TO 2050 PUBLIC COMMENT
Chicago Metropolitan Agency for Planning (CMAP)
233 S. Wacker Dr., Suite 800
Chicago, IL 60606

RE: Village of Itasca, ON TO 2050 PUBLIC COMMENTS

The Village of Itasca appreciates the opportunity to review the Chicago Metropolitan Agency Draft ON TO 2050 Comprehensive Regional Plan, and offers the following comments for consideration:

- 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. **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.**

- 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 believes that identification of mass transit along the Elgin-O'Hare corridor should also be included within the ONTO 2050 plan, or possibly represented as a separate RSP project, within the ON TO 2050 plan.

- The Governance Chapter contains suggestions relating to funding the Plan's infrastructure components such as the implementation of user fees, increase of motor fuel tax and suggested replacement with vehicle travel fees. We believe that further discussions from the CMAP geographical stakeholders relating to the various suggested funding suggestions will be required to attain acceptance, and look forward to participation in these forums.

- The Councils of Government are currently in transition with the newly defined distribution of MFT-L funding and performance-based management. The Village has concerns that the DuPage Mayors &

Managers Conference (DMMC) may not be able to secure partnerships to gain access to the Regional Fund which has been created, and that the City of Chicago may secure additional funding at the expense of suburban municipalities. With CMAP guiding implementation of federal and state funding, the Village is requesting additional discussion relating to shared efforts to address identified funding sources.

The Village will be available for further engagement and looks forward to being an active participant in the final Plan.

Sincerely yours,

Jeffery J. Pruyn
Mayor Village of Itasca

Cc: Carie Anne Ergo, Village of Itasca Administrator
Nancy Hill, Village of Itasca Community Development Director
Mark Wesolowski, PE, Village Engineer/Robinson Engineering

Lake County Municipal League

1937 North Municipal Way • Round Lake Beach, Illinois 60073
Phone: 847/270-3126 • Fax: 847/546-2064 • e-mail: info@lakecountyleague.org

Members
Antioch
Bannockburn
Barrington
Barrington Hills
Beach Park
Buffalo Grove
Deer Park
Fox Lake
Grayslake
Green Oaks
Gurnee
Hainesville
Hawthorn Woods
Island Lake
Kildeer
Lake Barrington
Lake Bluff
Lake County
Lake Villa
Lake Zurich
Lakemoor
Libertyville
Lindenhurst
Long Grove
Mettawa
Mundelein
North Barrington
North Chicago
Port Barrington
Riverwoods
Round Lake
Round Lake Beach
Round Lake Heights
Round Lake Park
Third Lake
Tower Lakes
Vernon Hills
Volo
Wadsworth
Wauconda
Waukegan
Winthrop Harbor
Zion

Associate Members
Advanced Disposal
AM Audit
Ameresco
Ancel, Glink
Aqua Illinois
AT&T
Azavar
Baxter & Woodman
Betzold & Albrecht Lighting
Christopher Burke Eng.
Call One
CDMSmith
Civilitech Engineering
Comcast
ComEd
Digital Benefit Advisors
ESI Consultants
Gewalt-Hamilton
HR Green
Klein, Thorpe & Jenkins
Manhard Consulting
Mesirow Financial
Metro Strategies
Northshore Sanitary District
Nicor
Quarles & Brady LLP
RHMG
Riley Construction
Robinson Engineering
Speer Financial
Tressler LLP
Trotter & Associates
USAgain
Windsor Outdoor

August 16, 2018

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

Re: CMAP On To 2050 Comments

Dear Mr. Szabo,

On behalf of the forty-two members of the Lake County Municipal League (LCML), thank you for the opportunity to provide comments to the ON TO 2050 comprehensive regional plan. Below please find our comments which reflect LCML's concerns with the CMAP's proposed statements on state and regional tax policy reform, water infrastructure and investment, consolidation of government and services and staff and official professional development opportunities.

State and Regional Tax Policy Reform

ON TO 2050 recommends that the "State of Illinois should reform state revenue sharing disbursement criteria to reduce wide divergences across municipalities and allow each municipality to support its own desired mix of land uses."

While LCML shares the opinion that municipalities should retain local control to determine their mix of land uses, we are concerned about the assertion that there are wide divergencies in municipal revenue levels, as well as CMAP's proposed policy proposal that the State of Illinois should reform its revenue-sharing disbursement criteria to reduce those divergencies. The draft plan provides little detail on this reform and the potential outcomes of changing the distributions. Without a full exploration of the potential effects of the altered distribution, LCML cannot support CMAP's proposed sales tax redistribution. If any change to sales tax distribution were to be proposed, it should be done in partnership with state and local governments.

Lake County Municipal League is strongly opposed to a requirement that municipalities be forced to share a portion of their state-shared revenues or sales tax revenues. Should there be a sales tax redistribution, this would not only be damaging to communities that have strategically planned on this revenue, but would create animosity among municipalities.

Water Infrastructure and Investment

CMAP has proposed an optimization to water infrastructure investment and a priority to address the unique issues presented by Lake Michigan and its tributaries. The Stormwater Management Commission (SMC) is a driving force in Lake County and serves to coordinate the stormwater activities of over 80 local jurisdictions to improve water quality, reduce flood damages, and restore and enhance the natural drainage system. This group allows for local government representation from both municipalities and the County. Our memberships' water infrastructure and investment needs are thoroughly addressed by SMC.

Consolidation of Government and Services

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

Lake County Municipal League
1937 North Municipal Way • Round Lake Beach, Illinois 60073
Phone: 847/270-3126 • Fax: 847/546-2064 • e-mail: info@lakecountyleague.org

officials in the affected areas.

Staff and Official Professional Development

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.

Surface Transportation Program Regional Shared Fund

Lake County Municipal League cannot support CMAP's proposed Regional Shared Fund program. If this program is enacted, many communities in Lake County will not be eligible to receive funding because they will not meet the criteria set forth within the Shared Fund Program.

The $5 million project minimum will prevent smaller communities from accessing this funding, since many projects in smaller communities are in the $1 million to $2 million range. Additionally, many projects in smaller communities may still be regionally significant but may not be multijurisdictional, again disqualifying our communities from receiving funding under CMAP's proposed Shared Fund program.

LCML is extremely concerned that CMAP's proposed Shared Fund Program will put our communities at a great disadvantage, resulting in lost funding.

If you should have any specific questions regarding this issue please reach out directly to me or our Executive Director Mandi Florip.

Sincerely,

Glenn Ryback
President, Lake County Municipal League
Mayor, Wadsworth

cc: Lake County Municipal League Board of Directors
Lake County Municipal League Members
CMAP Board of Directors
CMAP Council of Mayors Executive Committee

CMAP On To 2050 Comprehensive Regional Plan | Draft for Public Comment

Metra comments | 8/14/18

Page numbers refer to printed pages

29
Typo in last sentence of first paragraph: “residents of disinvested **areas** must be…”

73
Typo: “~~pubic~~ **public** goods”

80
Who are “returning citizens”? This term is unclear.

95
“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 **provided that external funding is identified to allow each transit agency to independently meet their mandated revenue requirements**."

103
“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.”

Should this refer to “half of Chicago **region** residents”? The entire population of the City of Chicago is 2.7 million.

125
It is unclear how “transportation agencies should evaluate the direct and indirect water resource impacts of regionally significant transportation projects and the development they induce.” The NEPA process evaluates some water impacts, but not the impacts of induced development. While we support the effort to examine the water resource impacts of transportation projects, this process requires discussion with transportation providers to determine what standards should be employed and how this could be accomplished. Since we are not aware of any such discussions taking place, we ask that this 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.

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. Since we are not aware of any such discussions taking place, 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."

141
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." The NEPA process evaluates some water impacts, but not the impacts of induced development. While we support the effort to examine the water resource impacts of transportation projects, this process requires discussion with transportation providers to determine what standards should be employed and how this could be accomplished. Since we are not aware of any such discussions taking place, 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."

166, 226
Change to: "CMAP and partners should develop a process to ~~develop~~ coordinate ~~and prioritize~~ **regional** responses to federal funding opportunities such as INFRA and TIGER/BUILD."

192
Change to: "The State, transit agencies, CMAP and other entities should **work to** program infrastructure funding based on performance, rather than by formula."

The federal funds that are received go to basic capital maintenance such as keeping track to FRA standards. Without these funds Metra could not operate. As we continue to develop better information about asset condition, this will be included in the decision making process.

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 **and resilient against weather events**, 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).

202
Replace this sentence: ~~"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."~~ 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."

208
Change to: "Communities with congested, transit-rich, or pedestrian-oriented corridors may consider expanding the use of geofencing **to** designate~~d~~ **pick-up/**drop-off areas~~,~~ and **the use of** local fees to support transportation infrastructure.

209, 216
Change to: "CMAP, RTA, and transit agencies should ~~work with~~ **provide input to** communities ~~to~~ **as they** establish policies for AVs, TNCs, and other emerging technologies that support local land use, development, and livability goals."

216
Change to: "CTA and Metra should ~~prioritize~~ address~~ing~~ capacity constraints on high ridership rail lines and plan~~ning~~ 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."

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**, and is a critical consideration during planning efforts**."

218
Last paragraph: "At the same time, in some places, parking is necessary to support local businesses **and support commuter rail stations with large market sheds**."

221
Typo: "limited fixed~~ truck~~ route transit services"

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."

Indicators Appendix - 44
Change to: "Source: CMAP analysis of 2016 NTD, using ULB of 30 years for CTA and ~~32~~ **30** years for Metra. "

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."

Indicators Appendix - 56
Typo under Targets, second sentence: "…increases in non-SOV travel have be**en**…"

7/18/18
Village of Mokena

These comments are being submitted on behalf of the Village of Mokena.

1. Reconfigure the interchange of I-80 at LaGrange Road to provide direct access to 187th Street in both east and west directions.
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.

Let me know if you have any questions.

Thanks,

Alan

Alan Zordan
Director of Economic and Community Development
Village of Mokena
P: 708-479-3930
F: 708-479-1137

Village of
Northbrook
1225 Cedar Lane Northbrook, Illinois 60062 847.272.5050 Fax 847.272.9760 www.northbrook.il.us

July 26, 2018

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

Dear Mr. Bennett,

We have reviewed the draft ON TO 2050 plan and appreciate the efforts to improve regional transportation and infrastructure. However, a central element to implementation seems to focus on redistribution of revenue. While infrastructure improvements will require significant funding, redistribution of existing revenue sources would penalize many communities for past decisions.

Though the overall goal of regional planning is admirable, it is impractical to suggest that land use decisions be made on a regional basis when the underlying services must be provided at the local level. Communities with significant retail development need to provide the services required by retail centers and rely on the sales taxes generated to provide these services. Unless police and fire services are going to be regionalized too, redistributing the sales tax would cause gaping holes in the budgets of major retail communities and leave many unable to provide the required services.

The ON TO 2050 plan makes numerous references to promoting tax policy changes and changing the state tax revenue disbursement criteria. Furthermore, on June 28, 2018, CMAP issued a Policy Update titled *Divergences in state revenue disbursements*, which states in part:

> Sales tax revenue is disbursed to municipalities based on where sales are generated. Municipalities receive one percentage point of the 6.25 percent state rate on general merchandise sales within their borders and the full amount of the revenues from the one-percent state rate on qualifying food, drug, and medical appliances. Thus, this system also in part favors areas with stronger retail activity and helps fund municipal services associated with those activities. **Past CMAP research has indicated that the cost of municipal services to these areas is often substantially lower than the revenues received by the municipality,** so that municipalities see net financial gain from increased retail development.

As we detailed at the time, the initial CMAP research was theoretical and seriously flawed. It provided unrealistic assumptions on revenues and grossly understated the actual costs of providing services to commercial developments. In response, a Tax Advisory Group (TAG) was created to provide local and

PRESIDENT
Sandra E. Frum

BOARD OF TRUSTEES
James A. Karagianis
Robert P. Israel
A.C. Buehler III
Muriel J. Collison
Kathryn L. Ciesla
Jason C. Han

VILLAGE CLERK
Debra J. Ford

VILLAGE MANAGER
Richard A. Nahrstadt

technical expertise. This resulted in an updated study being issued in January 2014 which was more comprehensive and realistic. The 2014 study also acknowledged:

- "Net fiscal impacts vary substantially between jurisdictions and are driven by service costs and local decisions on property tax rates, impact fees, and other local tax policies. Many of the case studies showed small net fiscal positives and negatives when only municipalities are considered…"
- "…fiscal impacts were most closely examined for the case study municipalities and for each case study in isolation. However, municipalities choose particular developments for many reasons, including improving quality of life, meeting community goals, or enhancing economic activity…"

The prevailing point is that each development decision is unique but more importantly, land use decisions have already been made based on the laws and policies in place at the time. Changing the rules after the fact, and only on the revenue side of the equation, would create an unanticipated and unfair burden to communities with significant retail development. The residents of these communities accept the traffic and other inconveniences in exchange for lower taxes. Redistribution would give them all the inconvenience without the associated benefit. Accordingly, we object to any recommendation that would reallocate sales taxes.

Sincerely,

Sandra E. Frum

Sandra E. Frum
Village President

NORTHWEST MUNICIPAL CONFERENCE
1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
www.nwmc-cog.org

A Regional Association of Illinois Municipalities and Townships Representing a Population of Over One Million

MEMBERS
Antioch
Arlington Heights
Bannockburn
Barrington
Bartlett
Buffalo Grove
Carpentersville
Crystal Lake
Deer Park
Deerfield
Des Plaines
Elk Grove Village
Evanston
Fox Lake
Glencoe
Glenview
Grayslake
Hanover Park
Highland Park
Hoffman Estates
Kenilworth
Lake Bluff
Lake Forest
Lake Zurich
Libertyville
Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
Northfield Township
Palatine
Park Ridge
Prospect Heights
Rolling Meadows
Schaumburg
Skokie
Streamwood
Vernon Hills
Wheeling
Wilmette
Winnetka

President
Arlene Juracek
Mount Prospect

Vice-President
Daniel DiMaria
Morton Grove

Secretary
Kathleen O'Hara
Lake Bluff

Treasurer
Ghida Neukirch
Highland Park

Executive Director
Mark L. Fowler

August 7, 2018

Mr. Joseph C. Szabo
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive
Suite 800
Chicago, IL 60606

Dear Mr. Szabo:

On behalf of the forty-four members of the Northwest Municipal Conference (NWMC), thank you for the opportunity to provide comment on the ON TO 2050 comprehensive regional plan. While we appreciate the breadth of the plan and are eager to address the challenges faced by the region, we respectfully express our specific concerns regarding the sections entitled "Development that supports local and regional economic strength" (pp. 50-66) and "Capacity to provide a strong quality of life" (pp. 178-188).

In these sections, the plan "encourages…changing tax policies at the state and local level to support more development types and provide local governments with more paths to success." They further state that "ON TO 2050 sets a target for reducing the number of municipalities that receive comparatively low levels of state revenue." To achieve that goal, one of the options called for in the plan is for the state of Illinois to "reform state revenue sharing disbursement criteria."

The members of the NWMC express the following comments and concerns with the concept of changing the state's revenue sharing disbursement criteria:

- Municipalities throughout the region have invested and planned for current retail developments. Sales tax revenues are a return on municipal investments and may be tied to bonds, infrastructure projects or other services. Current state statutes establish expectations for municipalities when planning these developments.
- While the draft plan raises the issue, it does not fully explore the local capacity to provide services. Before even considering discussions on changing revenue distributions, CMAP needs to better understand the specific challenges and scenarios our region's individual communities face, the revenue levels needed to adequately meet local needs and what municipalities have done and are planning to do to address their needs. Specific attention should be placed on pressures from pension obligations, critical infrastructure needs and recent instability in state distributions that force municipalities to find creative ways to maintain adequate service levels.
- The draft plan does little to explore how Illinois should change distribution of state collected local revenues. Without the introduction of new state share revenue sources, one is forced to believe that sales tax distributions will be the primary revenue source affected. Changes to sales tax distributions creates "winners" and "losers" throughout the region, which would have a devastating impact on communities that have invested or taken on long term obligations to accomplish their community's goals. The draft plan is silent on this.

- The draft plan argues that current revenue distributions distort land use decisions. One could counter that changing revenue distributions would similarly distort land use decisions, as it would discourage communities from pursuing specific land uses that potentially create added burdens on municipal services without an expectation of fully offsetting those burdens through the increased revenues. The draft plan also overlooks the impact of market trends that play a critical role in determining possible development opportunities.
- Outcomes of changing tax distributions are not fully considered. If distributions are more level among municipalities, there is no guarantee that the region will be better positioned to meet service needs of residents and businesses. This is particularly true if municipalities cease encouraging development that generates high impacts without assurances that revenues generated will be used to offset the costs incurred by the community for the development. This is also true in an environment where Illinois has reduced state collected local revenues in recent years. Even if distributions are more level and predictable, there is no evidence that development decisions will align with CMAP's regional vision.

Our comments and concerns above are similar to our comments regarding tax policy recommendations contained in GO TO 2040 and in the resulting 2012 CMAP Tax Policy Task Force report. While we understand that ON TO 2050 does not mandate the redistribution of existing state shared revenues, we are concerned that, taken out of context, the recommendations could be misused to craft legislative tax policy changes that could inadvertently and irreparably harm the very communities that contribute to the major success of the region.

Thank you for your consideration of our comments and please do not hesitate to contact NWMC staff with any questions or for additional information.

Sincerely,

Arlene Juracek
President, Northwest Municipal Conference and
Mayor, Village of Mount Prospect

Cc: NWMC membership
CMAP Board of Directors

7/23/18
Village of Oswego

Dear Mr. Smith,
On behalf of the Village of Oswego, attached please find a Resolution adopted by the Village of Oswego Village Board on July 17, 2018 supporting extending Metra commuter rail service to Kendall County as a high priority in the CMAP ON TO 2050 Plan. We respectfully submit this Resolution as the Village's official public comment on the draft ON TO 2050 Plan.

Thank you,
Dan

RESOLUTION NO. 18 - R - 68

RESOLUTION SUPPORTING EXTENDING METRA COMMUTER RAIL SERVICE TO KENDALL COUNTY AS A HIGH PRIORITY IN THE CHICAGO METROPOLITAN AGENCY FOR PLANNING ON TO 2050 PLAN

WHEREAS, Kendall County, Illinois is the only county in the Chicago Metropolitan Agency for Planning (CMAP) region that is not served by Metra commuter rail service; and

WHEREAS, commuter rail service provides a plethora of benefits to a service area, including traffic congestion mitigation, job creation and economic development, and providing a safer, more affordable, and more environmentally conscious means of travel; and

WHEREAS, in 2001 and 2002, studies performed by Parsons Brinckerhoff concluded that commuter rail ridership demand existed at that time, and that extending the Metra-Burlington Northern Santa Fe commuter rail line from the City of Aurora into Kendall County is feasible; and

WHEREAS, since that time Kendall County's population has more than doubled to approximately 126,000 residents, making it the fastest growing area in Illinois and one of the fastest growing regions in the country, achieving a 110.4% growth rate from 2000 to 2010; and

WHEREAS, CMAP estimates that Kendall County's population will nearly double again by the year 2040, and the demand for public transit will continue to grow as a result; and

WHEREAS, according to 2015 data from the United States Census Bureau, a total of 6,687 Kendall County residents commute to Chicago for their primary job, which equates to 10.42% of Kendall County workers – a higher percentage than Kane County (9.32%) and McHenry County (8.93%) commuters that are currently served by Metra service; and

WHEREAS, CMAP recommended extending Metra service into Kendall County in the GO TO 2040 comprehensive regional plan as a fiscally-unconstrained project; and

WHEREAS, extending Metra service into Kendall County has strong support from local elected officials, members of the Illinois General Assembly, and bipartisan federal support from both Congressman Randy Hultgren (14th District) and Congressman Bill Foster (11th District); and

WHEREAS, between 2003 and 2007, the United States Congress reserved and directed $7.5 million to be used to study the Kendall County Metra extension; and

WHEREAS, using the $7.5 million in federal funds, Metra began Preliminary Engineering and a Phase 1 Environmental Assessment for the project, both of which are expected to be concluded in 2019. These studies will include the design of the extension and station sites and will include cost estimates and preliminary financing strategies; and

WHEREAS, once the studies are complete, it is understood that joining the Regional Transportation Authority (RTA) is a necessary step in the process to provide Metra rail service to Kendall County; and

WHEREAS, the draft CMAP ON TO 2050 Plan includes extending Metra service into Kendall County as a Regionally Significant fiscally-unconstrained project, noting that it is the most cost-effective Metra extension project of those under consideration.

WHEREAS, the Village of Oswego has acquired and reserved a total of 20-acres of property on both sides the existing BNSF railroad tracks for a future Metra station and parking lot site; and

WHEREAS, in 2015 the Village of Oswego adopted a Comprehensive Plan that designated transit supportive land uses around the future Metra station area, including high-density multi-family residential, commercial, and mixed-uses; and

WHEREAS, the Village of Oswego Strategic Plan includes extending Metra service into Kendall County as a top priority; and

WHEREAS, an extension of Metra commuter rail service into Kendall County would relieve traffic congestion, promote greater mobility, create more livable communities, stimulate economic activity

in the region, provide access to jobs inside and outside of Kendall County, and provide an environmentally conscious form of transportation for Kendall County.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF OSWEGO, KENDALL AND WILL COUNTIES, ILLINOIS, That the Village of Oswego hereby submits formal public comment in support of extending Metra Commuter Rail Service to Kendall County as a High Priority in the Chicago Metropolitan Agency for Planning ON TO 2050 Plan.

PASSED by the Board of Trustees of the Village of Oswego, Kendall and Will Counties, Illinois this 17th day of July 2018.

RYAN KAUFFMAN	AYE	JUDY SOLLINGER	AYE
KARIN MCCARTHY-LANGE	AYE	LUIS PEREZ	AYE
PAM PARR	AYE	JOE WEST	AYE

APPROVED by me, Gail E. Johnson, as President of the Village of Oswego, Kendall and Will Counties, Illinois this 17th day of July 2018.

Gail E. Johnson

GAIL E. JOHNSON, VILLAGE PRESIDENT

Tina Touchette

Tina Touchette, Village Clerk

STATE OF ILLINOIS)
) **SS**
COUNTIES OF KENDALL)
AND WILL

CLERK'S CERTIFICATE
(RESOLUTION)

I, Tina Touchette, the duly qualified and acting Village Clerk of the Village of Oswego, Kendall and Will County, Illinois, do hereby certify that I am the keeper of its books and records and that the attached hereto is a true and correct copy of a Resolution entitled:

RESOLUTION SUPPORTING EXTENDING METRA COMMUTER RAIL SERVICE TO KENDALL COUNTY AS A HIGH PRIORITY IN THE CHICAGO METROPOLITAN AGENCY FOR PLANNING ON TO 2050 PLAN

which Resolution was duly adopted by said Board of Trustees at a regular meeting held on the 17th day of July 2018, and thereafter approved by the Village President on the 17th day of July 2018.

I do further certify, in my official capacity, that a quorum of said Board of Trustees was present at said meeting and that the Board complied with all requirements of the Illinois Open Meetings Act.

IN WITNESS WHEREOF, I have hereunto set my hand this 18th day of July 2018.

VILLAGE OF OSWEGO CORPORATE SEAL KENDALL COUNTY, ILLINOIS
(Seal)

Tina Touchette

Tina Touchette, Village Clerk
Village of Oswego

8/16/18
PACE Suburban Bus

From: David Tomzik <David.Tomzik@Pacebus.com>
Sent: Thursday, August 16, 2018 7:45:55 AM
To: Martin Menninger
Cc: Janet Kuhn; Jonathan Christ
Subject: RE: CMAP Draft Federal Performance Measures

Martin:
Attached are comments related to the Systems performance report and Indicators Appendix. Many of the comments have been referenced to in previously submitted responses or discussion over the past several months.

Please let me know if you have any questions.
Thanks,

Dave

David Tomzik
Department Manager, Strategic and Capital Planning
Pace Suburban Bus Service
550 W. Algonquin Road
Arlington Heights, IL 60005
847 228-2463
fax 847 228-2330

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

General Notes:
1. Add footnotes to cite data sources used for topic specific indicators for this to be a transparent document. Include an appendix to provide your methodologies used by ...relevant working committees". See second paragraph below.
2. Many of these targets have no mention of the efforts required to achieve a successful outcome. Are these indicators realistic? Consider adding an area to each to become another form of advocacy for regional needs; predictable and dedicated funding of operating and capital budgets, acquiring infrastructure, equipment, and staff.
3. 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.

From: CMAP Staff

Date: February 23, 2018

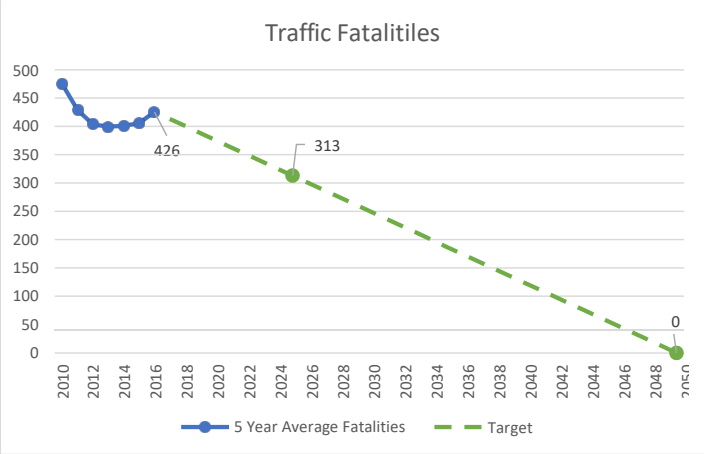
Re: Proposed ON TO 2050 Mobility Indicator Targets

Following an approach established in GO TO 2040, ON TO 2050 will include various topic-specific indicators, which are a set of performance measures to benchmark the region's progress on plan implementation. The final set of indicators should highlight and complement all of the major recommendations made in ON TO 2050. All indicators will have targets for both 2025 and 2050 to evaluate near- and long-term progress.

A set of proposed indicators (along with data sources and methodologies) have already been reviewed by the relevant working committees. In some cases, staff have adjusted indicators to accommodate committee feedback. The rest of this document contains the proposed near-term (2025) and long-term (2050) targets for each indicator, as well as some discussion of how staff chose those targets.

Since the GO TO 2040 Plan Update, the U.S. DOT has finalized the rules for performance measures enacted by MAP-21 and the FAST Act. CMAP will be including targets for all MPO required performance measures as an appendix of ON TO 2050. Eight of the fifteen plan indicators below overlap with these federally required performance measures, although the targets expressed here reflect longer-term goals. Extra emphasis is being placed on these measures because of their alignment with the recommendations of ON TO 2050.

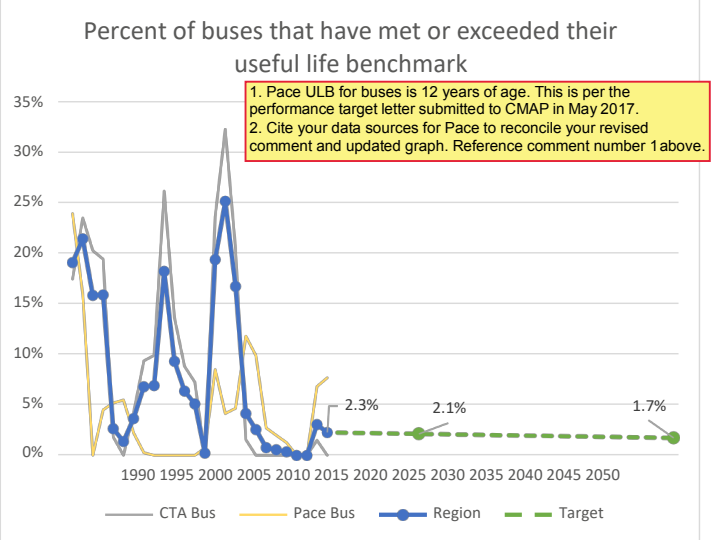
Number of Fatalities (Five-Year Rolling Average)

Indicator:	This measure tracks the five-year rolling average of the number of fatalities in the CMAP region on all public roads. This includes all motor vehicle fatalities and any pedestrians and cyclist involved. This measure is also a federally required performance measure under MAP-21.
Proposed Targets:	Because traffic deaths are preventable, the region should strive for zero traffic related fatalities by 2050. Many of CMAP's partners have embraced the goal of achieving zero traffic related fatalities. This goal can be achieved through a holistic approach to safety that include the 4 E's (Education, Enforcement, Engineering, & Emergency Response) of traffic safety. Additionally, improvements in vehicle technology are expected to play a significant role in reducing traffic fatalities. **2025:** 313 or fewer fatalities per year **2050:** Zero fatalities per year 

tomzda
2018-03-06 17:51:43
---
are there separate break-downs for pedestrian, cyclist and vehicle fatalities or only one goal. the type of improvement and magnitude vary. where do pedestrian street crossing relate to the 4E.
looking at new technology or restricted improvements such as mid-block crossings, HAWK signals, should be reviewed.

1

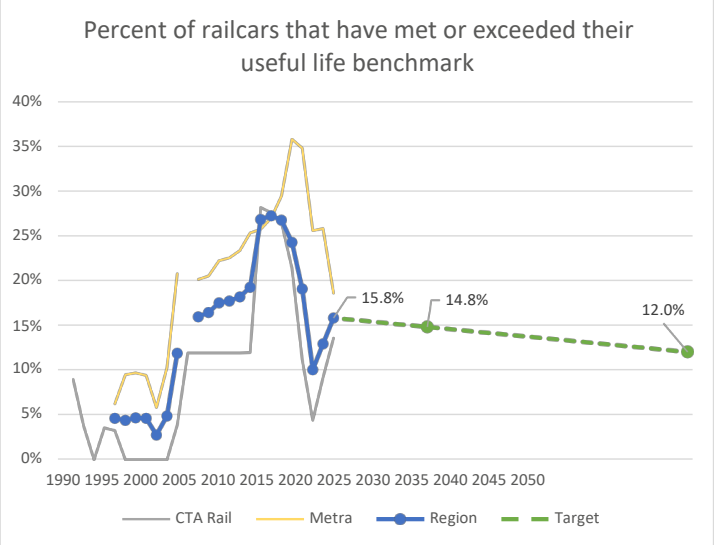
Transit Asset State of Good Repair

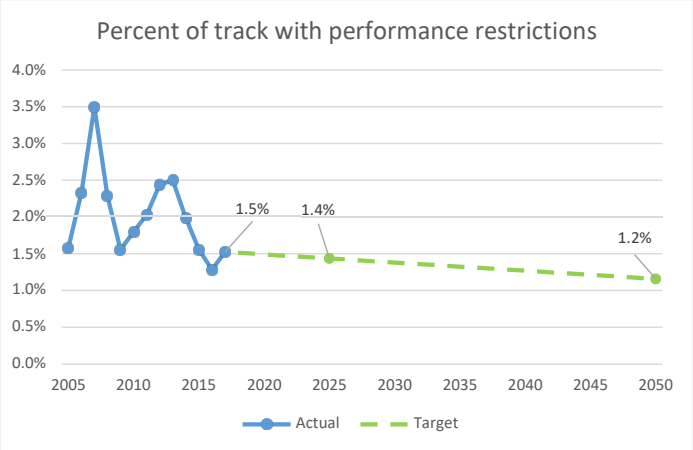
Indicator:	***(a) Percent of fixed-route buses that have met or exceeded their useful life*** This measures the percent of active revenue public transit buses that have exceeded their useful life. This represents the number of vehicles that have reached an age where maintenance cost and vehicle performance issues are likely to increase. This measure is also a federally required performance measure under MAP-21.
Proposed Targets:	State, federal, and transit agency capital programs can result in large purchases of new vehicles, which then reach their ULB at the same time. By 2025, 67% of Pace's and 72% of CTA's current bus fleet will have reached their ULB. Currently only 2.3% of buses are more than 14 years old, however this is near a historic low. Financial projections for ON TO 2050 include funding being directed toward reducing the state of good repair backlog. This would result in a modest improvement in bus condition to 1.7% of buses beyond their useful life in 2050. **2025:** 2.1% or fewer buses exceed 14 years of age **2050:** 1.7% or fewer buses exceed 14 years of age 

Cannot reconcile without a know data source and correct ULB used.

Two prior pages are also number 1; revise number sequence.

1

Indicator:	***(b) Percent of rail vehicles that have met or exceeded their useful life*** This measures the percent of active revenue public transit rail vehicles that have exceeded their useful life. This represents the number of vehicles that have reached an age where maintenance cost and vehicle performance issues are likely to increase. This measure is also a federally required performance measure under MAP-21.
Proposed Targets:	State, federal, and transit agency capital programs can result in large purchases of new vehicles, which then reach their ULB at the same time. By 2025, 38% of Metra's and 51% of CTA's current rail fleet will have reached their ULB. Currently 15.8% of rail vehicles are more than 39 years old. Financial projections for ON TO 2050 include funding being directed toward reducing the state of good repair backlog. These targets are consistent with that plan. **2025:** 14.8% or fewer rail vehicles exceed 39 years of age **2050:** 12.0% or fewer rail vehicles exceed 39 years of age  **Data incomplete in 2002 and prior to 1995*

Indicator:	***(c) Percent of directional rail route miles with track performance restrictions*** This indicator measures the percent of transit rail track with performance restrictions. The CTA refers to these as "slow zones", where trains are required to operate at slower than normal speeds. This could be the result of construction, power systems, signals, or other issues. This measure is also a federally required performance measure under MAP-21.
Proposed Targets:	Slow zones are currently near the lowest they have been in a decade due to a number of small and large track renewal programs, including 2013 reconstruction of the Dan Ryan branch of the Red Line. Remaining slow zones have a number of root causes. For example, trains reduce speed to protect workers in construction zones. The rail system may always have some level of speed restrictions for safety around construction and unexpected events. Improvements in transit asset management and system reconstruction can help minimize slow zones. Financial projections for ON TO 2050 include funding being directed toward reducing the state of good repair backlog. These targets are consistent with that plan. **2025:** 1.4% **2050:** 1.2% 

3

Add "Regional"

Number of Traffic Signals with Transit Priority and/or Queue Jumping

Indicator:	Some of the factors affecting the speed, frequency, and reliability of transit ridership lie outside the control of the transit agencies themselves. Closer partnerships between transit and highway agencies hold promise to create integrated, multimodal corridors. These approaches support transit ridership at relatively modest cost. This indicator tracks the implementation of these highway projects that give priority to transit service. Revise to RTSP Transit Signal Priority (TSP) utilizes existing vehicle loca communication technologies to advance or extend green intersections. This can help reduce bus travel times, imp adherence, and reduce operating costs. TSP is also an im of the Bus Rapid Transit (BRT) and Arterial Rapid Trans now being developed by the CTA and Pace. Queue jump conjunction with TSP or on their own to allow a bus to g intersection ahead of other vehicles.
Proposed Targets:	In addition to the 83 existing signals with TSP and/or qu 400 signal improvements are currently in advanced plan to be in place by 2020. Future efforts should continue to intersections until at least half of intersections that serve priority. **2025:** 1,000 signals **2050:** 2,400 signals

tomzda
2018-03-02 18:04:03
---
refer to the regional Transit Signal Priority program championed by the RTA which is spearheading this effort for regional TSP.

Formatted: Not Expanded by / Condensed by

tomzda
2018-03-02 21:38:43
---
generally signal improvements are required required for the q jump to operate property. misleading with the and/or comment. separate the TSP from q jump in number count.

Miles of Roadway with Transit Preference

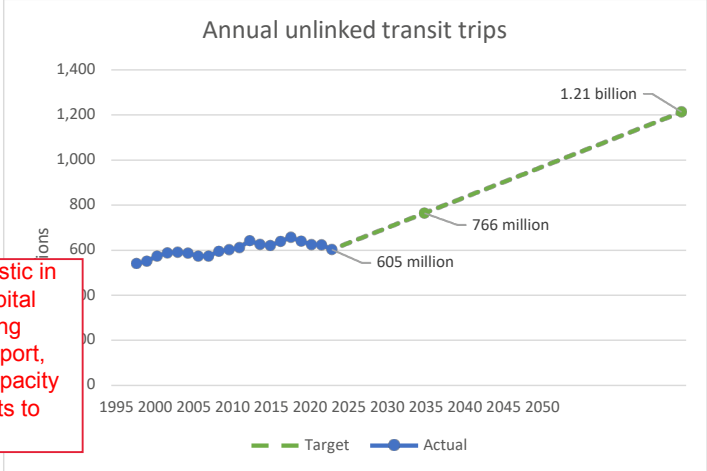
Indicator: No mention of Pace I-55 or I-90 Bus on shoulder and should be since the CTA Loop Link is specifically referenced.	This indicator tracks the allocation of road space to buses. Providing extra space or right of way to buses improves travel time and takes many forms throughout the region. Bus on should allow buses on expressways to bypass slower traffic. De such as the Loop Link project, provided bus priority on Some bus lanes are shared with only bikes. Peak hour la dedicated lane for buses when demand is highest and a parking or general travel. The region has one busway, t Busway, which provides a dedicated road for buses ser
Proposed Targets:	There are currently 108 miles of bus preference in the re miles have been completed in the last ten years. Pilot pr that these improvements can improve ridership. **2025:** 250 miles (50 on urban streets) **2050:** 500 miles (100 on urban streets)

tomzda
2018-03-02 18:19:07

Indicator supports Pace's Rapid Transit Programof Pulse Arterial Bus Rapid Transit and Express bus networks.

tomzda
2018-03-02 18:17:25
---
can you spell out the make up of the 108 miles on specific corridors, does this include I-94. ie: I-55 BOS, I-94 BOS, I-90 Flex lane, Loop Link, Jeffery Jump, busway?

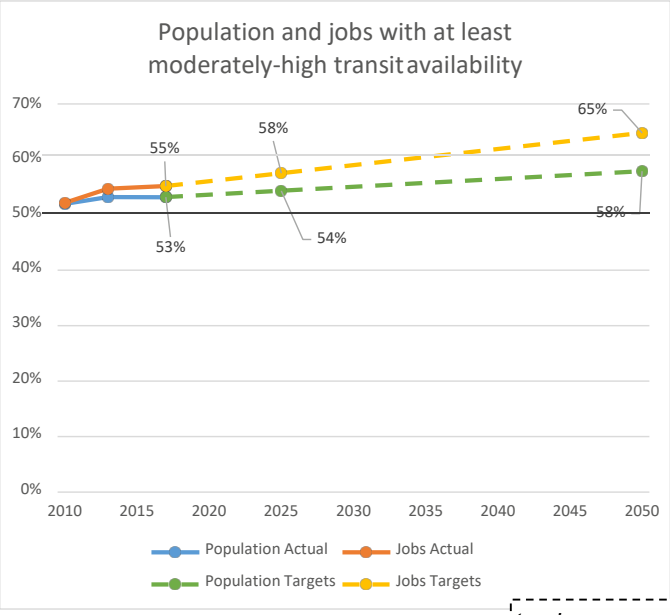
Total Annual Unlinked Transit Trips

Indicator:	This indicator tracks the number of annual unlinked transit trips. Trips are "unlinked" in that this is a total count of boardings, so that an individual making one transfer is counted as two unlinked trips.
Proposed Targets:	The 2050 target has been set in keeping with the GO TO 2040 goal of doubling transit ridership from current levels. Currently the region has an average 72 unlinked transit trips per resident per year. With forecasted increases in population by 2050, doubling transit ridership would increase the average number of trips by 58% to 114 per resident per year, which is lower than San Francisco's current per resident trip rate. **2025:** 766 million unlinked transit trips **2050:** 1.21 billion unlinked transit trips  Is goal realistic in terms of capital and operating funding support, facilities, capacity requirements to meet goal.

5

Population and Jobs with at Least Moderately-High Transit Availability

Is this topic Transit or Mobility or both?

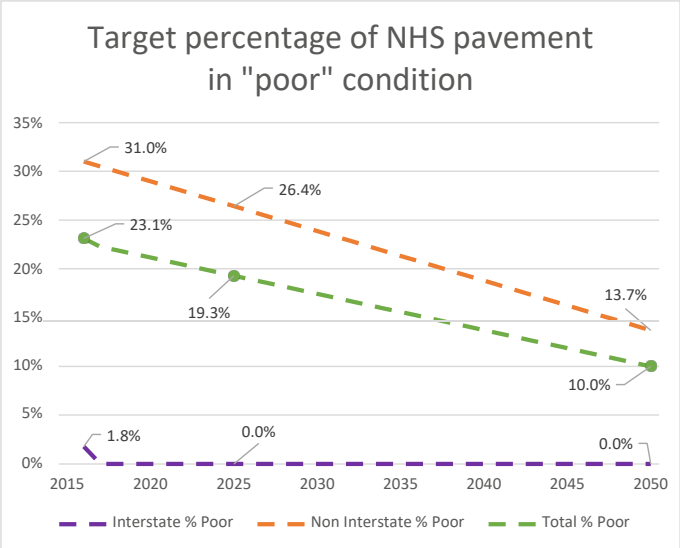
Indicator:	This indicator will report the percentage of population and jobs with at least moderately-high transit availability. This is based on a CMAP-created index that considers multiple factors. For a specific area, this index is intended to measure the relative level of access residents have to the transit system from home and work, regardless of their actual choice of mode.
Proposed Targets:	The proposed transit availability targets (below) could be reached if many regionally significant projects were completed, along with policies to encourage infill development and improvements to walkability around transit stations. **2025:** 58% of jobs and 54% of population with at least moderately-high transit availability **2050:** 65% of jobs and 58% of population with at least moderately-high transit availability 

Commented [DT1]: And priority corridors.

how is transit availability measured? what type of service/ access is needed for mod-high level ?

tomzda
2018-03-02 18:29:30
---
does this factor access to service mobility for example Pace's family of services ranging from rideshare, vanpool, demand scheduling, call-in-ride, dial-a-ride up to fixed route services?

Percentage of NHS Pavement in Poor Condition

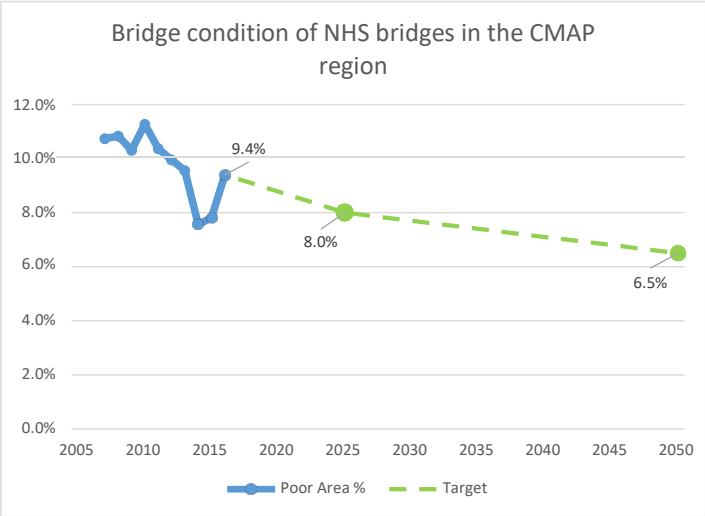
Indicator:	This indicator measures the percentage of National Highway System (NHS) lane miles in the region that have "poor" ride quality. Poor ride quality is defined by an International Roughness Index (IRI) score of more than 170, which measures the cumulative deviation from a smooth surface on a mile of roadway. Ride quality provides a good measure of user experience of the facility. The NHS used for this analysis is the one defined in MAP-21 (Moving Ahead for Progress in the 21st Century), the current federal surface transportation act. This measure is a federally required performance measure under MAP-21.
Proposed Targets:	All 2,428 lane miles of interstate should be in "fair" or "good" condition by 2050 (currently 1.8% "poor"). Non-interstate NHS roads should have fewer than 14% of 6,590 road miles in "poor" condition (currently 31%). Achieving both of these targets would result in a regional value of no more than 10% of NHS roads in "poor" condition, achieving IDOT's target, down from 23.1% today. This would bring the CMAP region to the same condition as the remainder of the state is in today. **2025:** 19.3% or less of NHS lane miles in "poor" condition **2050:** 10.0% or less of NHS lane miles in "poor" condition 

Does this take into consideration highway/transit coordination?

7

Percentage of NHS Bridges in Poor Condition

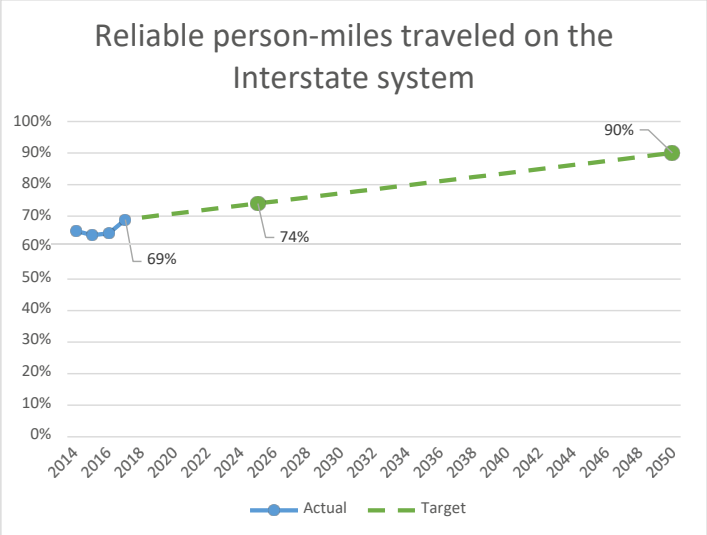
tomzda
2018-03-02 18:40:46
---
how are arterial bridges classified and addressed?

Indicator:	This indicator measures the percentage of bridge deck a Highway System bridges (NHS) that are in "poor" cond "poor" classification is the lowest condition rating for a bridge, it should be noted that it does not necessarily mean that a specific br idge is unsafe. This measure is also a federally required performance measu re under MAP-21.
Proposed Targets:	Current (2016) NBI data indicate that 9.4 percent of the NHS bridge deck area in the region was classified as being in "poor" cond ition, which represents almost 3 million out of a total 31 million square feet of NHS bridge deck area in the CMAP region. Over the last decade, the measure has fluctuated between 7.6 and 11.3%, but since the average NHS bridge in the CMAP region was built in 1971, more old bridges can be expected to lapse into the "poor" condition every year. The targets were developed based on a review of historical trends, average bridge characteristics, and consideration of the potential new bridges with high quality deck area. The 2025 and 2050 targets call for a continuation of the recent rates of improvement, and adequate funding levels that allow for the continuation of timely bridge maintenance programs. **2025:** 8.0% or less of bridge deck area in "poor" condition **2050:** 6.5% or less of bridge deck area in "poor" condition 

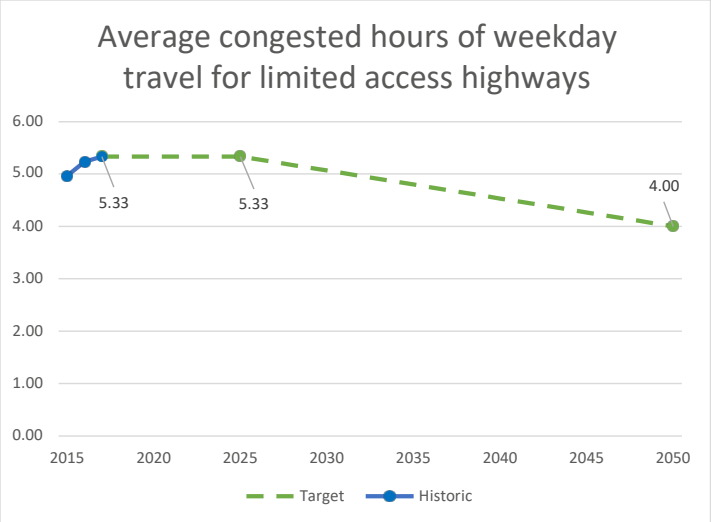
8

Percentage of Person-Miles Traveled on the Interstate System with Reliable Travel Time

tomzda
2018-03-02 18:42:19
---
benefits the express bus network, rideshare and vanpool programs

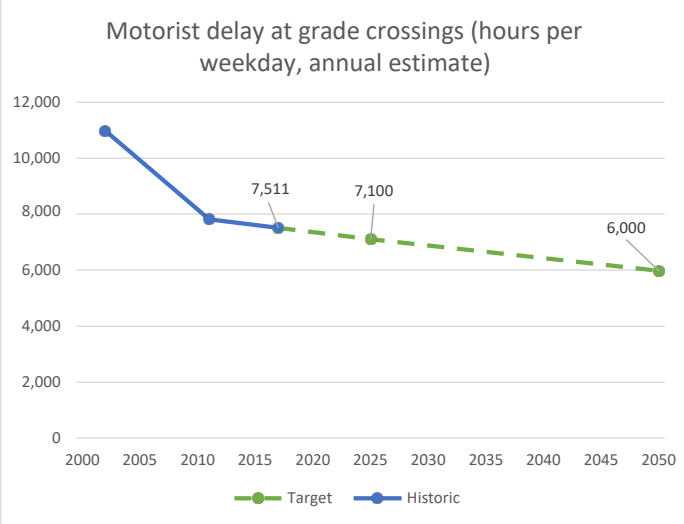
Indicator:	The Level of Travel Time Reliability (LOTTR) is defined as the ratio of longer travel times (80th percentile) to a "normal" travel time (50th percentile). The measure is the percentage of person-miles traveled on the region's Interstate system that meet this definition of reliability. Using person-miles rather than vehicle-miles gives equal weight to all individuals using the roads. This measure is also a federally required performance measure under MAP-21.
Proposed Targets:	Operations programs that, for example, improve incident management or implement advanced traffic management, could result in short term improvement despite the lack of new projects on the system. Regionally significant projects, travel demand management, and vehicle technology are expected to improve reliability over the long term, despite increasing population. This improvement could be limited by an increase of severe weather events. **2025:** 74% **2050:** 90% 

Average Congested Hours of Weekday Travel for Limited Access Highways

Indicator:	This indicator measures how long the region's expressways are lightly congested during weekday travel on average. "Congested hours" is defined as the number of hours each weekday that travelers could travel at least 10 percent faster in free-flow conditions.
Proposed Targets:	The goal for 2050 is to experience a one hour twenty minute reduction in the average number of hours per weekday that the region's expressways are congested. The short-term goal for 2025 is to keep the same duration of average weekday congestion as 2017: 5.33 hours. The short-term goal reflects the fact that there are not many capital improvements that will be completed on the expressway system by 2025. Additionally, it could take a number of years before new vehicle technology has fully penetrated the market. The lower congestion goal in 2050 reflects anticipated new vehicle technology, capital improvements to the transportation network, and the implementation of operational strategies like congestion pricing, managed lanes, incident management, and truck delivery times to address congestion. **2025:** 5.33 hours of congestion **2050:** 4.00 hours of congestion 

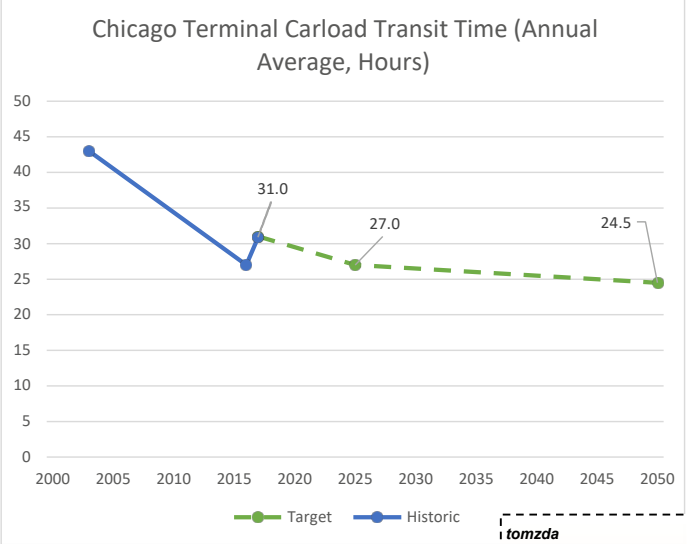
10

Motorist Delay at Highway-Rail Grade Crossings

Indicator:	This indicator measures the aggregate hours of delay per weekday experienced by motorists at railroad crossings in the seven-county CMAP region.
Proposed Targets:	From 2002 to 2011, a number of strategies were implemented that resulted in a large reduction in weekday delay between the baseline and current analyses -- these include closing lines and grade crossings, re-routing of service, and service realignments. The pace of change slowed from 2011 to 2017. In the future, the pace of change will reflect the most recent rate of change. Proposed targets reflect trends from 2011 to 2017, and are consistent with 17 proposed CREATE grade separations being completed by 2050. **2025**: 7,100 **2050:** 6,000  **Kendall County data not available for 2002 and 2011.*

tomzda
2018-03-02 19:57:42
---
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.

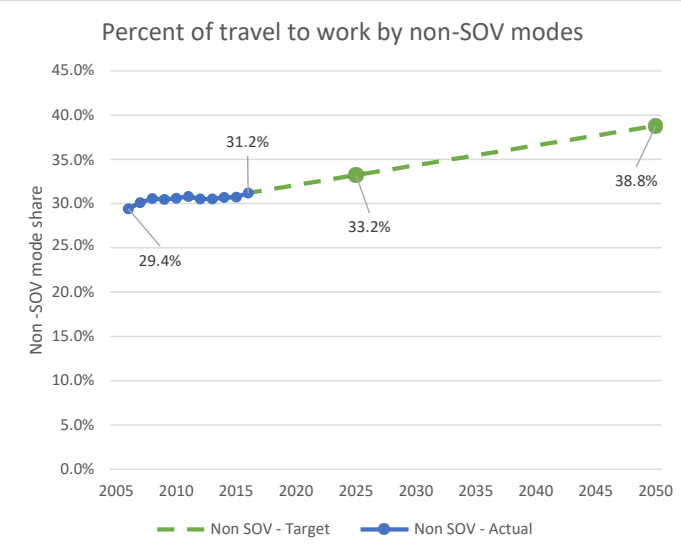
Chicago Terminal Carload Transit Time

Indicator:	This measures the annual average time carload freight takes to get through the core of Chicago's rail freight hub, the Chicago Terminal, extending from the City of Chicago to roughly the Indiana Harbor Belt Railway in the near-west suburbs. Carload freight excludes containerized and single-purpose, through-routed unit trains. Much of the carload freight needs to pass through classification yards in the Chicago Terminal, where the interchange is made between predominantly eastern railroads, predominantly western railroads, Canadian railroads, and smaller regional and industrial railroads. The indicator measures the fluidity of the Chicago Terminal, which is important to the economic strength of the region's rail industry. The measure also indicates how fast trains are moving – a slow train will block a highway-rail grade crossing longer than a fast train.
Proposed Targets:	The targets reflect a return to 2016 conditions by 2025, and cutting the remaining transit time, less yard dwell time, in half by 2050. **2025:** 27.0 hours **2050:** 24.5 hours 

tomzda
2018-03-02 19:58:22
---
impacts on grade crossing delays

12

Percent Non-Single Occupancy Vehicle (Non-SOV) Travel to Work

Indicator:	This measure tracks the share of trips to work by non-single occupancy vehicle (non-SOV) modes for trips to work. These modes include carpool, van, public transportation, commuter rail, walking, or bicycling, as well as telecommuting. This measure is also a federally required performance measure under MAP-21.
Proposed Targets:	Recent data indicate that non-SOV travel is increasing in the region. Recent increases in non-SOV travel have be driven by an increase in people working at home. Implementation of policies to support transit, cycling, and walkability will enable this trend to continue. A 2050 target of 38.8% is consistent with the target of doubling transit ridership. The 2025 target is based on a straight-line interpolation between 2016 ACS data and the 2050 target. **2025:** 33.2% **2050:** 38.8% 

13

RESOLUTION NO. R2018- 12

RESOLUTION SUPPORTING EXTENDING METRA COMMUTER RAIL SERVICE TO KENDALL COUNTY AS A HIGH PRIORITY IN THE CHICAGO METROPOLITAN AGENCY FOR PLANNING ON TO 2050 PLAN

WHEREAS, Kendall County, Illinois is the only county in the Chicago Metropolitan Agency for Planning (CMAP) region that is not served by Metra commuter rail service; and

WHEREAS, commuter rail service provides a plethora of benefits to a service area, including traffic congestion mitigation, job creation and economic development, and providing a safer, more affordable, and more environmentally conscious means of travel; and

WHEREAS, in 2001 and 2002, studies performed by Parsons Brinckerhoff concluded that commuter rail ridership demand existed at that time, and that extending the Metra-Burlington Northern Santa Fe commuter rail line from the City of Aurora into Kendall County is feasible; and

WHEREAS, since that time Kendall County's population has more than doubled to approximately 126,000 residents, making it the fastest growing area in Illinois and one of the fastest growing regions in the country, achieving a 110.4% growth rate from 2000 to 2010; and

WHEREAS, CMAP estimates that Kendall County's population will nearly double again by the year 2040, and the demand for public transit will continue to grow as a result; and

WHEREAS, according to 2015 data from the United States Census Bureau, a total of 6,687 Kendall County residents commute to Chicago for their primary job, which equates to 10.42% of Kendall County workers – a higher percentage than Kane County (9.32%) and McHenry County (8.93%) commuters that are currently served by Metra service; and

WHEREAS, CMAP recommended extending Metra service into Kendall County in the GO TO 2040 comprehensive regional plan as a fiscally-unconstrained project; and

WHEREAS, extending Metra service into Kendall County has strong support from local elected officials, members of the Illinois General Assembly, and bipartisan federal support from both Congressman Randy Hultgren (14th District) and Congressman Bill Foster (11th District); and

WHEREAS, between 2003 and 2007, the United States Congress reserved and directed $7.5 million to be used to study the Kendall County Metra extension; and

WHEREAS, using the $7.5 million in federal funds, Metra began Preliminary Engineering and a Phase 1 Environmental Assessment for the project, both of which are expected to be concluded in 2019. These studies will include the design of the extension and station sites and will include cost estimates and preliminary financing strategies; and

WHEREAS, once the studies are complete, it is understood that joining the Regional Transportation Authority (RTA) is a necessary step in the process to provide Metra rail service to Kendall County; and

WHEREAS, the draft CMAP ON TO 2050 Plan includes extending Metra service into Kendall County as a Regionally Significant fiscally-unconstrained project, noting that it is the most cost-effective Metra extension project of those under consideration.

WHEREAS, the City of Plano has acquired and reserved an additional parking area adjacent to existing BNSF railroad tracks; and

WHEREAS, in 2015 the Village of Oswego adopted a Comprehensive Plan that designated transit supportive land uses around the future Metra station area, including high-density multi-family residential, commercial, and mixed-uses; and

WHEREAS, the Village of Oswego Strategic Plan includes extending Metra service into Kendall County as a top priority; and

WHEREAS, an extension of Metra commuter rail service into Kendall County would relieve traffic congestion, promote greater mobility, create more livable communities, stimulate economic

activity in the region, provide access to jobs inside and outside of Kendall County, and provide an environmentally conscious form of transportation for Kendall County.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLANO, KENDALL COUNTY, ILLINOIS, That the City of Plano hereby submits formal public comment in support of extending Metra Commuter Rail Service to Kendall County as a High Priority in the Chicago Metropolitan Agency for Planning ON TO 2050 Plan.

PASSED by the City Council of the City of Plano, Kendall County, Illinois this 30th day of July 2018.

Robert A Hausler, Mayor

Kathleen Miller, City Clerk

Brian Hacker

RTA

hackerb@rtachicago.org

I like the general direction and scope of the 'Reduce flood risk to protect people and assets' section, but I think there are some pointed improvements that could be made.

Under the subsection, 'Address flood vulnerability of critical transportation assets,' I suggest adding a recommendation that regional transit and transportation agencies partner with stormwater management and emergency management agencies to share data on where flooding occurs in the transportation network, its frequency and severity, etc. A number of public entities are gathering data on this topic individually, but not necessarily sharing it with others that would benefit from it. By creating a broad-level flooding database, or even a regional advisory group related to flooding and transportation, we could gain a better understanding of how flooding effects our transportation network by cross-referencing data sets and sharing institutional knowledge.

Secondly, I recommend that you add language to the 'Improve stormwater management in transportation projects' section that resilience planning play a role in prioritizing transportation investments. It is not enough to say that stormwater management should be a factor in transportation improvement projects. We should also be prioritizing capital projects that protect vital transportation infrastructure that's at risk from flooding. This should include both roads and railways. Furthermore, 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.

Thank you...

VILLAGE OF SCHAUMBURG

MUNICIPAL CENTER / 101 SCHAUMBURG COURT / SCHAUMBURG, IL 60193-1899
847.895.4500 / WWW.VILLAGEOFSCHAUMBURG.COM

July 31, 2018

Mr. Joseph C. Szabo
Executive Director
CHICAGO METROPOLITAN AGENCY FOR PLANNING (CMAP)
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear Joe:

I am writing to you on behalf of the Village of Schaumburg regarding CMAP's Draft ON TO 2050 COMPREHENSIVE REGIONAL PLAN ("Draft Plan"). Schaumburg will be providing a comprehensive list of comments regarding the policies and principles that are included in the Draft Plan. However, there is one issue that I believe to be so vital and important that it requires a separate letter to you and the members of the CMAP Board and Council of Mayors Executive Committee. That issue is the impact of the concepts of tax base sharing and reforming state revenue sharing. The Draft Plan offers these as solutions to issues that the region is facing including distribution of wealth, infrastructure needs, and regional development goals.

Specific text is included on the following pages of the Draft Plan:

p. 54, 182 - "…tax base sharing…" - "Develop new funding solutions to support the multijurisdictional nature of development and infrastructure"

p. 54, 182 – "…changing state revenue sharing disbursement criteria…"- "Reform tax policies to sustain economically beneficial land uses and support local infrastructure"

p. 55, 183 – "The State of Illinois should reform state revenue sharing disbursement criteria to reduce wide divergences across municipalities and allow each municipality to support its own desired mix of land uses."

p. 63, 98 – "tax base sharing" – "Proactively coordinate local economic development efforts"

p. 98 – "sharing revenues from specific developments" - Align local economic development planning with regional goals

CMAP offers no proof that these ideas are effective in reducing competition for tax base, that they reduce urban sprawl, or that they create a more equitable distribution of wealth in metropolitan areas. There is no data provided on any tax sharing program that is currently in effect that demonstrates that the changes will result in a positive impact for the region as a whole. In fact, the report implies that the goal is to redistribute revenue by "taking" from some and "giving" to others.

Legislation regarding tax base sharing was introduced by Senator Miguel del Valle in 1997 (Senate Bill 1082) and again by Senator Debbie Halvorson in 1999 (Senate Bill 92). Both pieces of legislation would have required the Illinois Department of Revenue to conduct a regional property tax-base revenue sharing study for Cook County. However, the legislation was not passed and the study was never conducted. I am unaware of any other tax base sharing proposal that has been considered since and recommend that none be considered until such time as evidence is provided that the programs are proven effective.

To the extent that the Draft Plan advocates for flexibility for municipalities and other agencies to voluntarily participate in revenue sharing or participate in voluntary, state-sanctioned pilot programs, Schaumburg voices its support. In addition, to the extent that CMAP wants to advocate for a new state-imposed revenue stream or source that would be shared with local governments, Schaumburg registers no objection.

However, if CMAP advocates that revenue sharing or tax base sharing is imposed on municipalities, either by state statute or by some other regulatory scheme, Schaumburg is staunchly opposed. I believe such programs would significantly impact the vitality of many communities throughout the region and that any mandatory tax sharing programs would be detrimental to quality of life in Schaumburg. Furthermore, redistribution of existing state-shared revenue streams that municipalities have come to rely upon to fund necessary and beneficial programs, services, and projects have been, and are, opposed by the Village of Schaumburg.

I request that the Draft Plan be modified to remove any reference to mandatory redistribution of existing state-shared revenues and state-imposed tax-base sharing.

Sincerely,

VILLAGE OF SCHAUMBURG

Al Larson

Al Larson
Village President

pc: CMAP Board of Directors
CMAP Council of Mayors Executive Committee
Illinois Municipal League Executive Director
Northwest Municipal Conference Executive Director
DuPage Mayors and Managers Conference Executive Director
Village Board

VILLAGE OF SCHAUMBURG

MUNICIPAL CENTER / 101 SCHAUMBURG COURT / SCHAUMBURG, IL 60193-1899
847.895.4500 / TDD 847.923.4435 / FAX 847.895.7806 / WWW.CI.SCHAUMBURG.IL.US

August 13, 2018

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

Dear Mr. Szabo,

I understand that CMAP's ON TO 2050 plan is scheduled for adoption in October 2018 and has been released for public comment. The village has reviewed the Draft Plan and appreciates the opportunity to provide feedback and have input into the plan process. While the village supports many of the recommendations, there are some that raise some concern.

Overall, the village supports CMAP's efforts and the majority of the recommendations included in the Draft Plan. The village is supportive of policies that will benefit the region as a whole and the focus on investment in Economically Disconnected Areas and Disinvested Areas that guide many of the recommendations included in the plan. The village does have concern however, with policies that limit local control over decisions or reduce the ability for local governments and organizations to establish their own policies and priorities. For this reason, recommendations that are encouraged or voluntary are better received than recommendations that appear to suggest mandates or ties to future funding allocations.

I would like to offer the following specific comments.

- Throughout the Draft Plan there are recommendations to provide resources and technical assistance to local governments, and in particular Economically Disconnected Areas. CMAP has offered assistance through its Local Technical Assistance Program for several years. With this plan, there appears to be a shift from providing assistance developing plans to instead providing assistance on implementation and staff augmentation for day to day work. The village supports this initiative; however, there should be an evaluation of community capacity to ensure that CMAP invests resources that will yield results.

- 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.

  For example, within the Community chapter section titled "*Align incentives with local and regional goals, anticipated outcomes, and tradeoffs*", the following language should be modified to clarify that these concepts should be encouraged or evaluated.

Local governments should establish criteria to ensure that economic development incentives fit with local and regional economic goals. The policies should maximize broad benefits and minimize the use of incentives that are only for fiscal gain to the community.

Local governments should proactively establish economic development agreements with neighboring communities to reduce intraregional competition via incentives, and reduce public costs.

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.

CMAP and partners like ULI and the Chicago Regional Growth Corporation (CRGC) should research case studies and best practices for subregional coordination of economic development. Examples include non-compete agreements, joint economic development initiatives, infrastructure and service sharing, tax base sharing, boundary agreements, and other initiatives.

- The Community chapter section titled "*Align incentives with local and regional goals, anticipated outcomes, and tradeoffs*, includes the following recommendation which raises concerns and should be clarified.

  The State of Illinois should incorporate regional priorities into its strategic economic development planning and provide only assistance or incentives that align with those priorities.

  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.

- The Draft Plan makes several statements about new programs and requirements related to mobility that are not well defined. In general, CMAP should find ways to encourage rather than mandate some of these requirements (such as durable infrastructure, TOD land use requirements, data driven investment decisions) that are proposed, but require additional information to understand the application, impacts, best practices, and proven outcomes of some of these concepts before they can become regional standards or requirements. For example, the Mobility chapter section titled "*Make Transit more Competitive/Plan for transit supportive land uses"* includes the following recommendation.

  CMAP and partners should offer additional consideration when allocating federal funding sources such as CMAQ, TAP, and STP for jurisdictions that actively plan for densities to support transit service

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.

- In the Governance chapter section titled, "*Collaboration at all levels of government*", there is a recommendation that states as follows.

  For northeastern Illinois to fully achieve its potential, leaders must work together more consistently and effectively. Among the region's most pressing needs are to improve infrastructure and promote economic growth, both of which have been stagnant for years. Regional leaders also must come together to develop innovative and broad solutions to ensuring inclusive growth and building resilience at the local and regional levels.

  The Village supports this recommendation and agrees that additional efforts to improve coordination between various transportation agencies should be a goal of the ON TO 2050 plan. In addition to encouraging improved coordination, the village recommends that CMAP include a recommendation that encourages all agencies to work more efficiently in order to reduce project delays that result in lagging projects, increased project costs, and hinder the ability to spend federal funds in a timely manner.

- The village is supportive of focusing more on transportation system management rather than continuing to expand and build new infrastructure, particularly with roadway infrastructure. Making better use of the region's existing infrastructure will allow for more investment in bringing our existing infrastructure into a state of good repair and will help to support a multimodal approach to transportation. There is language in the Draft Plan that supports this concept, but no direct recommendation. 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.

- 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.

In addition to the above points, the concepts of tax base sharing and reforming state revenue sharing are mentioned several times in the Draft Plan. These policies are offered as solutions to issues that the region is facing regarding distribution of wealth, infrastructure needs, and regional development goals despite the fact that CMAP offers no proof that these ideas are effective in

reducing competition for tax base, reduce urban sprawl, or create a more equitable distribution of wealth in metropolitan areas.

Schaumburg requests that the concepts of tax base sharing and reforming state revenue sharing be removed from the report. There is no simply no data that demonstrates that the changes will result in a positive impact for the region as a whole. Without such proof, CMAP should not offer these concepts as solutions to some of the region's challenges. In fact, if the report is left as is, the only logical conclusion is that CMAP advocates for the concept of creating "winners" and "losers" by redistributing revenue among local governments in the region. I understand from talking to you and Jesse Elam on August 3, 2018 that this is not CMAP's intent.

With regards to tax-base sharing, municipalities and other agencies should be encouraged to voluntarily study revenue sharing to support multi-jurisdictional goals. Regional or state-wide programs should not be pursued by CMAP or others, unless all stakeholders are engaged in a comprehensive evaluation, there is substantial proof that such a program would provide benefits to the region, a system can be designed to ensure that all participants are, at a minimum, held harmless, and that there will be regular evaluation of program outcomes.

The current system of distributing state-shared revenues has been in place for many years. While most, if not all, would agree that the state should provide more funding for local government, given the significant mandates that are imposed, any changes should be incorporated as part of a system that provides more for all, not simply taking from some to give to others.

With regards to redistribution of existing state-shared revenues, CMAP should eliminate or modify the language in the report. Instead, CMAP should call for studies of potential new sources of revenue to help support local government and regional goals. Again, any such study should engage all stakeholders, provide compelling evidence of benefit to the region, include a hold harmless provision, and ensure that there will be regular evaluation of program outcomes.

I appreciate the time that you've taken to discuss some of these issues with me previously and the opportunity to provide this additional input. If you should have any questions about this information you may contact me at 847-923-4700 or at btownsend@villageofschaumburg.com.

Sincerely,

VILLAGE OF SCHAUMBURG

Brian Townsend
Village Manager

pc: Village President and Board of Trustees

Will County Governmental League

3180 Theodore Street, Suite 101 Joliet, Illinois 60435

EXECUTIVE BOARD
President
John Noak
Romeoville

Vice President
Greg Szymanski
Beecher

Secretary/Treasurer
Steve Streit
Lockport

Directors
Roger Claar
Bolingbrook
Jim Holland
Frankfort
Terry Kernc
Diamond
Lawrence Walsh
County of Will
Tom Durkin
Channahon
Kurt Carroll
New Lenox

MEMBERS
Beecher
Bolingbrook
Braidwood
Channahon
Coal City
Crest Hill
Diamond
Elwood
Frankfort
Homer Glen
Joliet
Lemont
Lockport
Manhattan
Minooka
Mokena
Monee
Naperville
New Lenox
Orland Park
Oswego
Peotone
Plainfield
Rockdale
Romeoville
Shorewood
Tinley Park
University Park
Wilmington
Woodridge
County of Grundy
County of Will

Executive Director
Hugh O'Hara

August 13, 2018

Mr. Joseph C. Szabo
Executive Director
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Dear Mr. Szabo,

The Will County Governmental League, on behalf of its 35 members, representing over 700,000 residents, respectfully submits the following comments on the On To 2050 Draft regional plan. WCGL would like to commend the CMAP staff on their efforts to put forth a plan for our wide-spread and diverse region, while considering each sub-region's unique qualities. Overall, we believe the plan does this quite well, however, there are several areas of concern for our membership.

Home Rule

There are numerous WCGL communities that are non-home rule. Our non-home rule communities are missing out on opportunities to levy funds that our home rule communities can. It would be advantageous to lower the minimum population number for home rule to give communities more freedom and options for revenue.

Brandon Road

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, especially to recognition the importance of this location and the need for improvements to improve travel times.

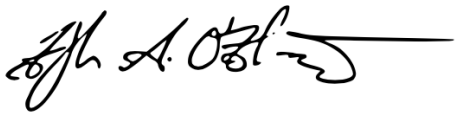
Limiting Funding Opportunities
Coordinating and prioritizing responses to federal funding opportunities has the possibility to be problematic. While coordination provides advantages, all eligible local governments must maintain the right to seek funding for their projects at all levels.

Financial Viability
Additional, sustainable revenues are needed to supplement traditional transportation revenue sources. The "reasonably expected revenues", which would be new revenues, make up $56 billion, and are not guaranteed funds. Since these revenues are questionable at best, it is short sighted to base the fiscally constrained project list on funds which are not fully necessarily obligated for transportation usage.

Illiana
The Illiana is a critical project for Will County and the region. This project would ease congestion that exists on I-80 today. Bringing Illiana on to the fiscally constrained list would address many concerns for the region as well as for local residents.

Will County Governmental League appreciates the opportunity to offer comments on the draft On To 2050 comprehensive plan. Please feel free to contact me at 815.729.3535 or hugh.ohara@wcgl.org if there are any additional questions or concerns. Thank you.

Sincerely,



Hugh O'Hara
Executive Director
Will County Governmental League

7/3/18
United City of Yorkville

Demetri and Gordon,
We are seeking Metra and CMAP's support of the BNSF Metra Extension from Oswego/Plano to be placed as a high priority project within the On To 2050 Plan.
Below is the link to the Initial List of Regionally Significant Projects for CMAP's On To 2050 Plan, the BNSF Metra Extension for Oswego/Plano is listed on Page 3, RSP ID 71.
http://www.cmap.illinois.gov/documents/10180/452175/RSP_PublicInput_ListMap.pdf/e448556e-2d3e-4f56-9cff-1c166fb423af
In the verbiage of the draft 2050 plan within the Metra extension section the project is also mentioned on page 283:
http://www.cmap.illinois.gov/documents/10180/867286/DRAFT+ON+TO+2050+Comms+Final+File_Board+and+MPO_+06.05.18.pdf/462c03f7-4e93-45c1-d782-ddb0ad115300
To quote from the draft plan, "The most cost-effective of these projects would extend the BNSF to Oswego/Plano. Preliminary engineering on this project has begun. Supportive land use planning should accompany project development, and either Kendall County or areas within the county should consider joining the RTA service area to further the project."

This project exemplifies all the facets of smart investments of public funds, and will promote greater mobility, a cleaner environment, more livable communities, expanded multi-modal transportation options and operational efficiencies in public transportation in northern Illinois. Public and community transportation services provided for Kendall County residents have grown substantially over the past few years and customer demand continues to increase. However, the current public transportation options are limited and under-equipped to meet current needs, let alone future expansion.

A BNSF/Metra expansion to Oswego/Plano will increase and enhance public and community transportation services by providing a mechanism that better meets the needs for current and future operations of the region. The City of Yorkville and Village of Oswego wishes to add its support alongside, Metra and CMAP to allow for this extension and to put great importance on this project in the On To 2050 Plan. This display of government cooperation on multiple levels is a testament to the positive potential of this project. As the MPO moves forward in examining potential project, we hope you give the BNSF Metra Extension Oswego/Plano serious consideration and support. We ask that Metra expresses the importance of the project to Jesse Elam, CMAP Director immediately, as planning and public comment are underway for the regions 2050 Plan.

Thank you,
Erin

Erin Willrett
Assistant City Administrator
United City of Yorkville
800 Game Farm Road
Yorkville, IL 60560
Phone: 630-553-4350
Direct Line: 630-553-8574
ewillrett@yorkville.il.us
City of Yorkville 2.0: Facebook, Twitter, and YouTube

Open house comments and submissions, public hearing minutes

Open Houses, comment boxes

7/18/2018
Garland Armstrong
greengarland22@att.net
Safer roads, and living longer lives especially being on the tracks, and make sure to look both ways.

7/12/2018
Heather Armstrong
heather1466@att.net
More public transportation in Lake & McHenry counties. Fix flooding problems, better streets and roads.

7/18/2018
Heather Armstrong
heather1466@att.net
Railroad safety; railroad crossing overpass and underpass

7/11/2018
Robert Barber
Village of Beecher 625 Dixie P.O. Box 1154 Beecher, IL 60401
South Suburban airport needs to be marketed for freight and corporate aircraft. Illiana Expressway should be shown on plan and not removed from fiscally costrained projects list. Need more joint planning with the Indiana side of Chicago metro area: NW Indiana and NWRPC. More East/West road connections with Indiana. Check those ADT's on Route 30, Jaur Rail and Exchange St

6/26/2018
Carol Blalock
cmcblalock@gmail.com
Thank you for opening the conversation. I frequently utilize the plainfield pace bus system to union station in Chicago-- it's awesome! So convenient, on time, comfortable, safe, eco-friendly. Extending Metra service to Oswego will encourage business, encourage homeowners to look to Oswego as a potential location and put Oswego in a similar class as other commuter suburbs.

6/26/2018
Jim Blalock
jamesblalock@hotmail.com
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.

7/11/2018
Kurt Carroll
kcarroll@newlenox.net
The Village of New Lenox strongly supports including the Illiana Expressway in the 2050 plan

7/12/2018
Judy Gaca
judyatthefarm@aol.com
East/West problem can not 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.

7/12/2018
Tim Grzesiakowski
tim_grzesiakowski@baxter.com
1 Baxter pkwy Deerfield, IL 60015
Good concepts in the document. Many are things that should be done, but I wonder (changing tax structure in Cook County, expansion of transit funding, etc.) will I ever see this occur in my life time? But you have to start somewhere, so keep up the good work. Since the Chicago area is losing population, and that seems to be a trend that is continuing, please continue to take that into consideration as the plan is implemented. I think two days at large greater for the Chicago area may be a thing of the past.

6/26/2018
Doug Hardekoff
doughardekoff@yahoo.com
I live in Sandwich. Parking at the Aurora train station is hard to impossible to get Monday-Friday after 7AM. We need the Oswego facility built.

7/12/2018
David Husemoller
dhusemoller@clcillinois.edu
I like the streamlined easy to access format. CLC also may benefit (as well as other entities) from the highlighted section on resilience. Personal: also glad to see streamlined transportation priorities and taking out of Rt53 from the list. Thank you.

6/27/2018
Janis Jasper
Thank you for holding this open house in Kane County and bringing paper copies of some of your reports. Although I try not to use paper as much as possible, I do prefer to read reports that I can hold in my hand and write on. You saved me the ink and paper!

7/12/2018
Mary Mathews
timmary749@aol.com
Pleased with the plan overall. Emphasis on fixing the existing. Am encouraged that the route 53 extension is not included. It would only exasperate current problems and promote sprawl

6/26/2018
Eileen Miller
enmiller64@gmail.com
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.

7/11/2018
Don Moran
dmoran@willcountyillinois.com
Keep the Illiana on the fiscally constrained list.

7/12/2018
Dave Neu
dneu@conservationlandstewardship.com

Utilize native plants and green infrastructure wherever possible to mitigate stormwater runoff, reduce heat islands, provide wildlife habitat and keep costs down long term.

7/12/2018
Julie Nowak
Casey Road was never intended to be a major road! You are at odds with the Township on this. Otherwise, thanks for your efforts. It must not be easy.

7/12/2018
Doug Ower
doug@ower.org
RT53 is unneeded and should be removed from the CMAP 2050 plan. There are better road improvements that can be made throughout Lake County to relieve congestion without building new roads.

6/27/2018
Jeff Palmquist
Jpalmquist@fupd.net
Fox Valley Park District
From an open space/parks perspective, I am pleased to see recognition/encouragement of green infrastructure in parks. However, a notable omission in the plan is recognition of economic impact of parks and open space. Green space can be an effective redevelopment catalyst. Another aspect of this -- linear parks/greenways -- can foster economic development

7/11/2018
Joe Ryan
joe5665@hotmail.com
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.

6/26/2018
George Stenitzer
george@crystalclearcomms.com
I want Metra to extend to Oswego. What can we do to bring Metra in?

7/12/2018
Anthony Vega
anthony.vega@sierraclub.org
I enjoy the focus on resiliency, and the rethinking of our transportation system to address our everchanging world. Let's move beyond the 1950s way of highway building. Let's move beyond RT53 and Illiana.

7/11/2018
Once again the plan is short-sighted when it comes to transportation improvements. We are in need of major road expansions in Will County (I-80, I-55, Laraway Rd). Most importantly we need the Illiana Expressway.

7/12/2018
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. I was surprised to see there wasn't any recommendations on consolidating/reducing the number of units of local government in Illinois. It certainly plays a significant role in our extremely high property taxes.

7/12/2018
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: No Illiana, no RT53.

6/26/2018
Tim Weidner
SigTau311@aol.com
Please continue investigating a Metra Station out towards Oswego and Yorkville. The Illiana Expressway would be a great addition to alleviate some 80/94 traffic. Be mindful of the constraints that small local communities face in spending federal money. It is hard for them to front fund projectswithout a guarantee of federal money.

generation toward decentralized generation and the "smart grid."

Diversify agricultural systems to promote resilience

Through its recommendation to "Promote Sustainable Local Food," GO TO 2040 promoted strategies to facilitate local food production, increase access to healthy food, and raise understanding and awareness of nutrition and food policy. ON TO 2050 reinforces the importance of those strategies, and also recognizes that the region's agricultural economy will experience disruptions due to climate change. Localized changes in temperature and precipitation will alter crop yields and economic returns. The ability of farmers to adapt to climate change through planting decisions, diversification, resilient strains of crops, land management practices, and emerging technologies will be crucial to ensuring a sustainable agricultural sector in our region. In addition, as crop production patterns shift nationally in response to climate disruption, the role of the region's agricultural processing sector and its transportation network will likely need to adapt to new products and routes.

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. For the agricultural economy to withstand these changes, CMAP and partners should support sustainable land management practices through local planning, fund critical supporting organizations from federal and state resources, and consider the relationship between a resilient agricultural system and infrastructure priorities. Ultimately, an agricultural system that better mimics, enhances, and complements our natural systems and contributes to land and water health would be better for the region and our downstream neighbors.

Counties and local governments should work with chambers of commerce, economic development professionals, stakeholders, and the local or state Farm Bureau to plan for and address the needs of a more diversified agricultural system.

A regional partner should create a platform to strengthen agricultural systems on a variety of fronts, including climate resilience and diversification, infrastructure and logistics, and land protection.

Municipalities, counties, and forest preserve and conservation districts should encourage sustainable land management practices and implementation of the Nutrient Loss Reduction Strategy on agricultural lands.

Local governments should update their plans and development ordinances to reduce barriers to local food production.

THE NEED FOR A CONSERVATIVE CLIMATE SOLUTION

Mounting evidence of climate change is growing too strong to ignore. While the extent to which climate change is due to man-made causes can be questioned, the risks associated with future warming are too big and should be hedged. At least we need an insurance policy. For too long, many Republicans have looked the other way, forfeiting the policy initiative to those who favor growth-inhibiting command-and-control regulations, and fostering a needless climate divide between the GOP and the scientific, business, military, religious, civic and international mainstream.

Now that the Republican Party controls the White House and Congress, it has the opportunity and responsibility to promote a climate plan that showcases the full power of enduring conservative convictions. Any climate solution should be based on sound economic analysis and embody the principles of free markets and limited government. As this paper argues, such a plan could strengthen our economy, benefit working-class Americans, reduce regulations, protect our natural heritage and consolidate a new era of Republican leadership. These benefits accrue regardless of one's views on climate science.

THE FOUR PILLARS OF A CARBON DIVIDENDS PLAN

1. A GRADUALLY INCREASING CARBON TAX

The first pillar of a carbon dividends plan is a gradually increasing tax on carbon dioxide emissions, to be implemented at the refinery or the first point where fossil fuels enter the economy, meaning the mine, well or port. Economists are nearly unanimous in their belief that a carbon tax is the most efficient and effective way to reduce carbon emissions. A sensible carbon tax might begin at $40 a ton and increase steadily over time, sending a powerful signal to businesses and consumers, while generating revenue to reward Americans for decreasing their collective carbon footprint.

2. CARBON DIVIDENDS FOR ALL AMERICANS

All the proceeds from this carbon tax would be returned to the American people on an equal and monthly basis via dividend checks, direct deposits or contributions to their individual retirement accounts. In the example above, a family of four would receive approximately $2,000 in carbon dividend payments in the first year. This amount would grow over time as the carbon tax rate increases, creating a positive feedback loop: the more the climate is protected, the greater the individual dividend payments to all Americans. The Social Security Administration should administer this program, with eligibility for dividends based on a valid social security number.

3. BORDER CARBON ADJUSTMENTS

Border adjustments for the carbon content of both imports and exports would protect American competitiveness and punish free-riding by other nations, encouraging them to adopt carbon pricing of their own. Exports to countries without comparable carbon pricing systems would receive rebates for carbon taxes paid, while imports from such countries would face fees on the carbon content of their products. Proceeds from such fees would benefit the American people in the form of larger carbon dividends. Other trade remedies could also be used to encourage our trading partners to adopt comparable carbon pricing.

4. SIGNIFICANT REGULATORY ROLLBACK

The final pillar is the elimination of regulations that are no longer necessary upon the enactment of a rising carbon tax whose longevity is secured by the popularity of dividends. Much of the EPA's regulatory authority over carbon dioxide emissions would be phased out, including an outright repeal of the Clean Power Plan. Robust carbon taxes would also make possible an end to federal and state tort liability for emitters. To build and sustain a bipartisan consensus for a regulatory rollback of this magnitude, the initial carbon tax rate should be set to exceed the emissions reductions of current regulations.

HELPING WORKING-CLASS AMERICANS

President Donald J. Trump's electoral victory stems in large part from his ability to speak to the increasing frustration and economic insecurity that many voters feel the political establishment has failed to address. This frustration has found expression in a growing populist sentiment and yearning for fundamental change. A carbon dividends plan responds to these powerful trends.

Relieving Economic Anxiety

Today's economic insecurity is driven by both technological progress and globalization. As such, it does not lend itself to easy answers. A carbon dividends program provides a rare exception: a simple idea that strengthens the economy and elevates the economic prospects of the nation's disaffected. The Department of Treasury estimates that the bottom 70% of Americans would come out ahead under such a program. Carbon dividends would increase the disposable income of the majority of Americans while disproportionately helping those struggling to make ends meet. Yet these dividends are not giveaways; they would be earned based on the good behavior of minimizing our carbon footprints.

Redirecting Populism

Increasingly, voters feel that the American political and economic system is rigged against their interests. Populism threatens the current policy consensus in favor of liberalized trade and investment. The best remedy is to redirect this populist energy in a socially beneficial direction. Carbon dividends can do just that based on a populist rationale: We the People deserve to be compensated when others impose

> *Carbon dividends would increase the disposable income of the majority of Americans while disproportionately helping those struggling to make ends meet*

climate risks and emit heat-trapping gases into our shared atmosphere. The new ground rules make intuitive sense: the more one pollutes, the more one pays; the less one pollutes, the more one comes out ahead. This, for once, would tip the economic scales towards the interests of the little guy.

STRENGTHENING OUR ECONOMY

Incentivizing Growth & Innovation

An ideal climate strategy would simultaneously reduce carbon emissions and steer America towards a path of more durable economic growth. A carbon dividends plan can do exactly that. A carbon tax would send a powerful market signal that encourages technological innovation and large-scale substitution of existing energy and transportation

> *This plan would steer America towards more durable economic growth by encouraging technological innovation and stimulating new investment*

infrastructures, thereby stimulating new investment. Second, the plan would offer companies, especially those in the energy sector, the predictability they now lack, thus removing one of the most serious impediments to longer-term capital investment. Third, because many regulations would become unnecessary, the plan would give companies the flexibility to reduce emissions in the most efficient way.

The Immediate Impact of Future Policy

A well-designed carbon dividends plan would further contribute to economic growth through its dynamic effects on consumption and investment. Just as central banks rely on forward guidance to influence future market expectations, if investors know that a carbon tax will increase steadily over time, the stimulatory effect of the final tax rate would be felt almost immediately for infrastructure and utility projects, especially ones that have long-term paybacks. In addition, forward-looking households would have an incentive to borrow to make durable purchases that would reduce their carbon footprint. Congress might even consider allowing individuals to borrow against their future dividend income for certain clearly defined purposes, such as higher education or the purchase of an electric vehicle.

ABOUT THE AUTHORS

JAMES A. BAKER, III, served as Secretary of State under President George H.W. Bush, Secretary of the Treasury under President Reagan and White House chief of staff under both. He is a senior partner in the law firm of Baker Botts.

MARTIN FELDSTEIN served as Chairman of the President's Council of Economic Advisers from 1982 to 1984 under President Reagan. He is the George F. Baker Professor of Economics at Harvard University and President Emeritus of the NBER.

TED HALSTEAD is the founder, President & CEO of the Climate Leadership Council. Previously, he founded New America, a leading public policy think tank. He is co-author of *The Radical Center: The Future Of American Politics.*

N. GREGORY MANKIW served as Chairman of the President's Council of Economic Advisers from 2003 to 2005 under President George W. Bush. He is the Robert M. Beren Professor of Economics at Harvard University.

HENRY M. PAULSON, JR., served as Secretary of the Treasury under President George W. Bush. Previously, he served as chairman and chief executive officer at Goldman Sachs. He is the founder and chairman of the Paulson Institute.

GEORGE P. SHULTZ served as Secretary of State under President Ronald Reagan, and as Secretary of Treasury and Labor under President Nixon. He is the Thomas W. and Susan B. Ford Distinguished Fellow at the Hoover Institution.

THOMAS STEPHENSON is a partner at Sequoia Capital, a venture capital firm based in Silicon Valley. Stephenson previously served as the United States Ambassador to Portugal from 2007 to 2009 under President George W. Bush.

ROB WALTON served as chairman of the board of Walmart, the world's largest retailer and employer, from 1992 to 2015. He is currently Chairman of the Executive Committee of Conservation International.

ABOUT THE CLIMATE LEADERSHIP COUNCIL

The Climate Leadership Council is an international research and advocacy organization whose mission is to mobilize global opinion leaders around the most effective, popular and equitable climate solutions. As a central part of this mission, the Council develops and promotes new policy frameworks based on carbon dividends for each of the largest greenhouse gas emitting regions. Currently active in Washington and London, the Council will expand to Berlin, Beijing and New Delhi next. Find out more at www.clcouncil.org.

SHRINKING THE SIZE OF GOVERNMENT

Less Government, Less Pollution

In order to separate the consideration of carbon taxes from debates over size of government, most carbon tax proposals are now revenue-neutral. This proposal, however, would go one step further by shrinking the overall size of government and streamlining the regulatory state. Eliminating or phasing out an array of energy-related regulations would reduce government bureaucracy, promote economic growth and free up the financial and personnel resources now allocated to administer and comply with these programs. A gradually increasing carbon tax would also eliminate the rationale for ever more heavy-handed regulations of greenhouse gas emissions in future years.

The Essential Link Between Carbon Taxes, Dividends & Regulatory Relief

For the elimination of heavy-handed climate regulations to withstand the test of time and not prove highly divisive, they must be replaced by a market-based alternative. Our policy is uniquely suited to building bipartisan and public support for a significant regulatory rollback. It is essential that the one-to-one relationship between carbon tax revenue and dividends be maintained as the plan's longevity, popularity and transparency all hinge on this. Allocating carbon tax proceeds to other purposes would undermine popular support for a gradually rising carbon tax and the broader rationale for far-reaching regulatory reductions.

STABILIZING AN UNSTABLE WORLD

Our reliance on fossil fuels contributes to a less stable world, empowers rogue petro-states and makes us vulnerable to a volatile world oil market. Carbon dividends would accelerate the transition to a low-carbon global economy and domestic energy independence. Not only would this help prevent the destabilizing consequences of climate change, it would also reduce the need to protect or seek to influence politically vulnerable oil-producing regions. With our electric grids susceptible to cyber attacks, a transition to cleaner power sources combined with new distributed storage technologies could also strengthen national security. Carbon pricing would also encourage domestic nuclear energy, further promoting climate stability and America's energy independence.

> *Many carbon tax proposals are revenue-neutral. This proposal goes one step further by shrinking the overall size of government and streamlining the regulatory state*

CONSOLIDATING CONSERVATIVE LEADERSHIP

A Popular Solution to a Widely Shared Concern

The opposition of many Republicans to meaningfully address climate change reflects poor science and poor economics, and is at odds with the party's own noble tradition of stewardship. A carbon dividends plan could realign the GOP with that longstanding tradition and with popular opinion. Recent polls indicate that 64% of Americans worry a great deal or a fair amount about climate change, while a clear majority of Republicans acknowledge that climate change is occurring. Meanwhile, one telling survey finds that 67% of Americans support a carbon tax with proceeds returned directly to them, including 54% of conservative Republicans.

Appealing to Younger Voters, Latinos & Asians

Concern about climate change is greatest among Americans below the age of 35, Latinos and Asians. And it is, of course, younger voters who hold the key to the future political fortune of either party. Increasingly, climate change is becoming a defining issue for this next generation of Americans, which the GOP ignores at its own peril. Meanwhile Asians and Hispanics – the fastest growing demographic groups – are also deeply concerned about climate change. A carbon dividends plan offers an opportunity to appeal to all three key demographics, while illustrating for them the superiority of market-based solutions.

POLICY FINE PRINT

A carbon tax should increase steadily and predictably over time so that companies and consumers can plan accordingly, and the previously mentioned economic stimulatory effects can be harnessed. At the completion of a five year period, a Blue Ribbon Panel could recommend whether the tax rate should increase further, based on the best climate science available at the time. Provisions must be established for the unbanked to receive their monthly dividend checks, possibly through commercial services such as PayPal or Western Union. The dividend income should be tax-free. Exports by companies in sectors with greater than 5% energy cost in final value should have any carbon taxes rebated on leaving the United States. Finally, non-emissive fossil fuel products (e.g. asphalt for road use) should be exempt, with a refund for any tax previously paid.

> *With the privilege of controlling all branches of government comes a responsibility to exercise wise leadership on climate policy and promote a solution that showcases the full power of enduring conservative convictions*

THE IMPERATIVE TO LEAD

With the privilege of controlling all branches of the government comes a responsibility to exercise wise leadership on the defining challenges of our era, including global climate change. It is incumbent upon the GOP to lead the way rather than look the other way. Republicans now have a rare opportunity to set the terms of a lasting market-based climate solution that warrants bipartisan, industry and public support. No less important, this is an opportunity to demonstrate the power of the conservative canon by offering a more effective, equitable and popular climate policy based on free markets, smaller government and dividends for all Americans.

✓ SSMMA 6/20

SOUTHLAND

BICYCLE HIGHWAY CORRIDORS

Near Southside : 106 grid miles of bike highway

Routes	Lengths	Road Types	Orientation	From / To
Harlem Ave	9 mile	SRA	N-S	from 95th St. to Cermak Rd.
Cicero Ave	9 mile	"	"	from 95th to Cermak
Western Av	9 mile	"	"	as above
MLK Drive	9 mile	"	"	as above (a/a)
95th Street	14 mile	"	E-W	I-294 to Lake Shore Drive
79th St.	13 mile	"	"	from Harlem to LSD
63rd St.	13 mile	"	"	from Archer to Stony Island
47th St.	9 mile	"	"	from Central Ave. to LSD
Pershing Rd.	11 mile	"	"	from Harlem to LSD
Cermak Rd.	10 mile	"	"	from Harlem to LSD

Note: these routes are some of the worst corridors for bicycle travel ever seen. Traffic volumes are huge, congestion is constant, population density is very high, and household incomes are moderate to low. All this is mixed in with major rail and truck freight and air traffic throughout. The Official Bicycle Map of Illinois shows these corridors are "not recommended for bicycling", or on rare segments, "caution advised". This grid of bike highway doubles as park in an area that is devoid of natural areas.

Far Southside: 146 grid miles of bicycle highway

Routes	Lengths	Road Types	Orientation	From / To
Lincoln Hwy	11 mile	SRA	E-W	I-57 to Rt. 83
I-80	15 mile	Interstate	"	Harlem to boarder
159th St.	10 mile	SRA	"	I-57 to boarder
Sibley Blvd.	11 mile	"	"	Cicero to boarder
127th-130th-Brianard	11.5	SRAs	"	I-294 to boarder
103rd Street	15 mile	SRA	"	Harlem to the lake front
Torrence Av.	14.5 mile	"	N-S	Rt. 30 to 95th St.
Halsted/Rt. 1	14.5 mile	"	"	"
Kedzie	14.5 mile	"	"	"
Cicero	14.5 mile	"	"	"
Harlem	14.5 mile	"	"	"

Note: the Official Bicycle Map of Illinois states these corridors are "not recommended for bicycling", or "caution advised" in some segments. Most of the bike highway is in suburban Cook County. The grid also connects people to large open spaces.

Please Remember: 10 mile route averages do not imply people will ride 10 or more miles on a regular basis. The grid simply makes uninterrupted bike highways available to all, regardless of trip length.

CMAP On To 2050 Draft Plan Public Comment/Input Period

CARS HAVE HIGHWAYS

WHY NOT BIKE HWYS?

ENTER THE SOUTHLAND

BICYCLE HIGHWAY CONTEST!!

* PICK THE BEST 5-MILE STRETCH OF BIKE HWY

* EXPLAIN WHY IT'S THE BEST POINT A TO B

RAMP IT UP! LET'S GO! LET'S MAKE BICYCLE HIGHWAYS! RIDE ON!!!

YOUR NAME	ROUTE	LOCATION	DESCRIPTION

By Cyclist, Mike Erickson 6/20/2018

Michael Erickson
8756 S. Rockwell Ave.
Evergreen Pk, IL 60805-1125

GEO - Grassroots Environmental Overhaul

ANOTHER BOGUS BUDGET WITH OUR MONEY

Dear CMAP - On To 2050,

The FY 2018-2021 Statewide Transportation Improvement Program (STIP) is a four-year summary program of highway, transit and intercity rail projects that totals $26.251 billion.

Our tax dollars are now/will be committed to a 60-year-old stale transportation strategy that makes little overt mention of bicycles or pedestrians or electric commuter rail. This is an old plan that fails to address current needs.

The Metro-Planning Agencies point out over and over what we need to make ours a robust sustainable regional transport system and this is not it!

It doesn't matter that < ½ of 1% of the STIP is going toward Safe Routes to School, or that 0.000076% of STIP is going toward City of Chicago bikeways. It will be a lost cost without a real change in priorities.

This budget shows that state lawmakers can't see the huge role that biking can have in making our state healthier, safer, and more prosperous — all while reducing greenhouse gases. We will continue to scratch and claw for leftovers.

Why is our government stuck on failed policies rather than doubling down on clean renewables, like biking and walking, and electric mass transit?

Will you stand with us and say no to new lanes and highway projects? Will you say yes to lifesaving, renewable energy propelled bike, walk and transit?

Support Bicycle Highways - Together In High Gear,

Mike Erickson, GEO
Happy Cycle Highways

Michael Erickson
8756 S. Rockwell Ave.
Evergreen Pk, IL 60805-1125

It is about...offering relief to a transport network that is already at capacity, and expects $11.4 billion in total yearly costs for wasted gas and time to all Chicago-land.

Example Photo: proposed indoor/outdoor elevated bicycle highway (ECH).

[Guard rail not shown]

Part of a 100+ mile region-wide system.

Part of a solution to expand cycling.

Cost/Benefit: for $425 million spent/ECH, Chicago-land saves over $2.6 billion by 2040; not including the billions cut from our yearly $11.4 billion in auto-traffic congestion costs!

SSMMA 6/20

May 7, 2018 -- IL Bike Summit Day

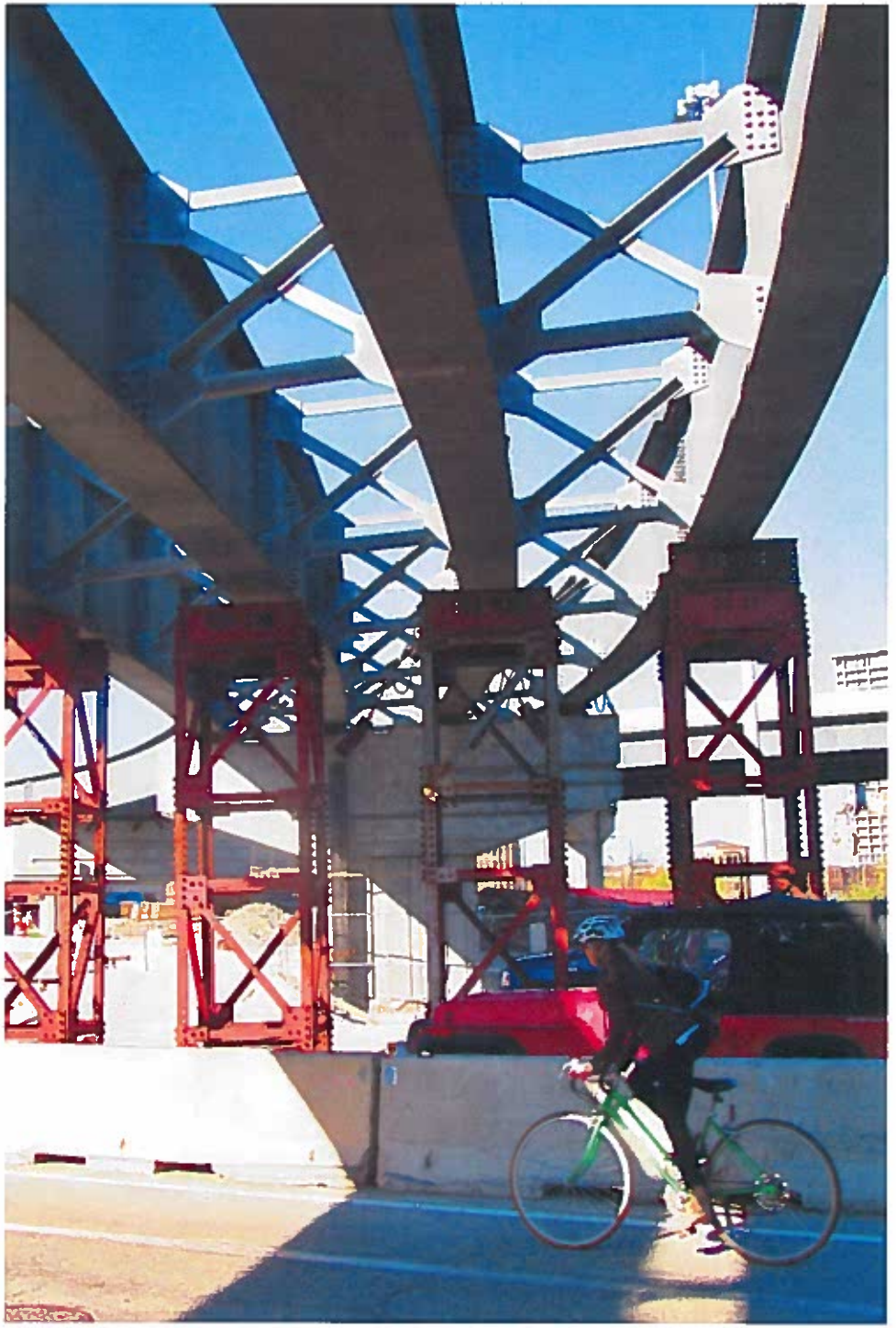
How we saw the Jane Byrne Interchange (JBI) Highway reconstruction project...

This is an example of the extraordinary level of effort we need in this state to create an **Elevated Cycle Highway (ECH)** system in Chicagoland.

JBI project timeframe 6-years at least,
estimated cost for now $475 million,
cost per mile $95 million,
ultimate result...more auto-congestion region-wide than ever before.

CMAP data on VMT and congestion after add lane projects in NEIL confirms the sorry ultimate result...more hwy = pain!

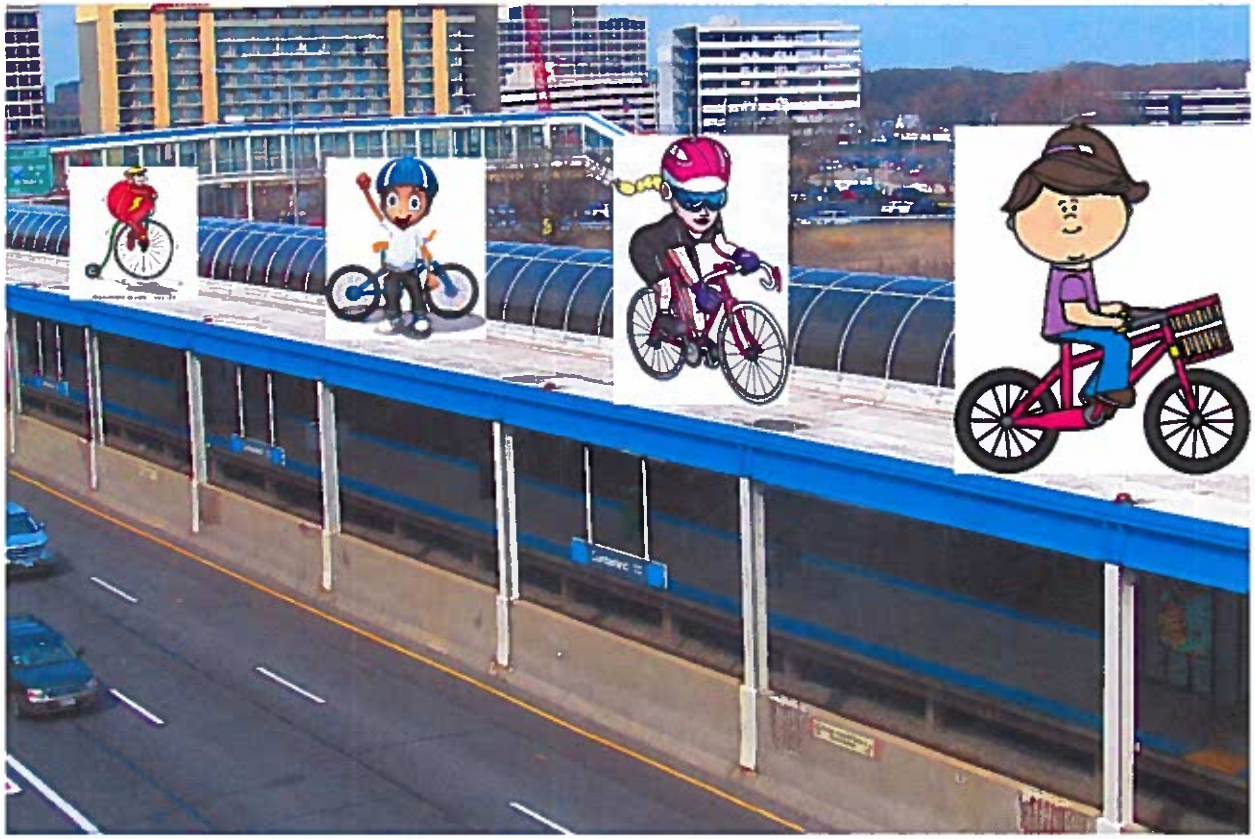
Good effort, wrong project. Build ECH for a healthy future. Reprioritize spending.



SSMMA 6/20

It is about ...a handy process for handling unconventional projects, one that's unique among government agencies: an unsolicited proposal policy. Chicago.

An unsolicited proposal process, run out of LA's Metro's Office of Extraordinary Innovation, a 10-person team within a 10,000-person agency, brings pizzazz to public transit planning.



Example Photo: proposed indoor/outdoor elevated bicycle highway (ECH). [Guard rail not shown] Here above the CTA Blue Line, running from Chicago to O'Hare Airport.

Cars have highways, and for good reason, why not elevated bicycle highways for cyclists?

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP)
Minutes
ON TO 2050 Public Hearing

July 25, 2018, 3:00-6:00 p.m.

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Present: Garland and Heather Armstrong-Access Living, Michael Weiser, Ann Baskerville, Anthony Vega and Steven Sondheim-Sierra Club, Omarion Holmes-Gary Comer Youth Center (GCYC), Daneidra Lee-GCYC, Kevin Green-GCYC, Darnell Hobson-GCYC, Adam Ballard-Access Living, Sequane Lawrence-African American Leadership Policy Institute, Rachel Granneman-Environmental Law and Policy Center (ELPC), Rick Harnish-Midwest Highspeed Rail Association, Becky Marshall, Arianna Benoit-GCYC, Chris Manheim-Manheim Solutions, Nurell Eusufzaic-CSLN, Chris Adams-Congressman Bill Foster's office, Rea Zami-UIUC, Linsdey Heys-Chicago Skyway, Will Holland, Kylie Lewis-GCYC, Alonjanae Johnson-GCYC, Trinity Towers-GCYC, Lauren Robinson-GCYC, Breanna Daniels-GCYC, Kayla Cyrus-GCYC, Quincy Jones-GCYC, Jack Darin-Sierra Club, Arthur Pearson-Gaylord and Dorothy Donnelley Foundation, Luis Serenrols-Chicago Skyway, Cooper Nink-Lane Construction, Bryan Higgins-ELPC, Kristen Andersen-Metra, John Donovan-FHWA, Lynn Otte-TranSystems, Jim McConachie-Laborers' District Council/Labor Management Cooperation Committee, and Andrew Szwak-Openlands

Staff Present: Elizabeth Schuh, Katanya Raby, Jane Grover, and several other staff

1.0 Call to Order and Introductions

Pursuant to 70 ILCS 1707/40(b), CMAP convened this public hearing to collect public comment for development of the ON TO 2050 comprehensive regional plan. CMAP staff, Elizabeth Schuh, called the hearing to order at approximately 3:50 p.m. Schuh gave a brief presentation on the development of the ON TO 2050 comprehensive regional plan and explained the purpose of the public hearing. Schuh thanked everyone for attending, invited attendees to sign in to speak or leave written comments, requested that speakers limit their comments to five minutes, and advised that the hearing would be recorded. Schuh also fielded questions that were raised during the hearing. Katanya Raby transcribed the comments and called speakers to the podium/table.

2.0 Speakers

Garland Armstrong: We need to help people in disability community learn about housing and transit. People want to live in affordable, accessible areas that are close to transit. We beed to help people with disabilities get ready for changes, and give them the opportunity to say this is for us, too. They have no clue what is going to be in the future ahead due to fear. We need to help them to get over that fear so that they can say "I think I'm ready for it". We need to get all the ultimate help for everything.

Heather Armstrong: I have concerns about the capital fund, because we haven't had a capital fund since 2009. Without this funding, Pace/CTA can't get new buses and trains, which is a huge concern. Paratransit buses are needed to be purchased by the city [of Chicago], because the existing buses don't fit the ideal clients. My other concern is about accessible housing. Landlords are refusing to take people's Section 8 vouchers and are requiring three times the amount of security amount needed. It's a huge problem with the disability community which can't find affordable accessible housing. You have to go to Iowa to find accessible housing. Another thing is to have more walkable communities so that people don't have to worry about shootings or being robbed on trains and buses.

Michael Weiser: I'm a daily car commuter, in a single-occupancy car. I have commuted in this region in every way. I drive an electric car. But it's a problem. What's the best width for a single occupant car? The best width is narrow, like a bicycle. This is a good use of roads. The Tango is an American-made car company called Commuter Cars. Looking at key strategies in the plan, on page 26: This is an opportunity to start building narrow cars for the region, and automated cars. They're starting this thing called IACT: Illinois Automated Connected Track. Ninety percent of people are driving alone in my commute. It makes sense to start building a pilot for narrow, connected cars. Make all the autonomous cars thin. As the technology matures, there are implications for dedicated roadways and narrow lanes make sense for automated cars.

Ann Baskerville: I am the conservation organizer for the Sierra Club. We support CMAP's recommendation to prioritize limited transportation dollars on existing rather than new highways. For example, I-80 could use investment. We appreciate the freight chapter section regarding economically disadvantaged areas bearing the negative impact of freight development. Diesel exhaust is harmful to human health. It is important to quantify the environmental impact of freight movement. It's also important to listen to groups such as Warehouse Workers for Justice and Raise the Floor Alliance regarding issues of low pay and perma-temp system of labor in the warehouses. We ask that regional planners value agriculture and natural areas for what they contribute to the economy and for their inherent value. Protect and value the natural resources such as the Kankakee River, Midewin Tall Grass Prairie, and the Des Plaines Conservation Area. I work with the president of No Iliana for Us, who appreciates the opportunity to comment online. The group is concerned about the Illiana and the potential widening of Peotone with trucks going near Midewin and surrounding areas. And we appreciate the outreach that CMAP has done, especially coming out to southern Will County.

Anthony Vega: I am an organizer for the Sierra Club of Illinois and resident of Lake County. We support CMAP's vision that will transform the Chicagoland region into a transportation system that is multimodal and resilient to climate change. We support

your recommendation to support major capital projects that focus on existing communities, rather than new highways, such as Route 53 extension and the Illiana. Please support the downgrading of these two projects. Highway boondoggles are extremely costly, will harm the environment, and distract funding from other infrastructure needs. As a resident of Lake County, Route 53 has been a plague for over 60 years. We have also seen the frequency of 100-year storms increase, with flooding that will only get worse with climate change and the construction of new highways. We must increase access to public transit. Public transit is an important component of the region's mobility and will reduce environmental impact. Increasing equitable access to transportation that is efficient and reliable is a priority. We strongly support policies that encourage investment in already-developed areas to reduce environmental impact and foster more diverse and equitable communities. We will submit more formal comments by August 14. Thank you for going out to the collar counties and holding open houses which our members attended; your staff were very knowledgeable, respectful, and engaging.

Omarion Holmes: Why "2050"? Why did you pick this year?

Daneidra Lee: How do you plan to make up the $24 billion that we don't have to build this without taxes, and taxing low income communities?

Kevin Green: How would technology make a better future?

Darnell Hobson: What would our net worth be in 2050? Like the stock market?

Adam Ballard: I work at Access Living. I have not been involved so far but would like to share comments. Our initial thoughts, some procedural, big picture things. The plan needs significantly more data on accessibility for people with disabilities. There appears to be only one reference in the draft to the disability community. We are 20% of the population. CMAP should add someone who has familiarity with disability issues and planning expertise on the board, people with lived experience in disability. On housing, at page 43 [of the draft plan]: Demand for housing for non-elderly people with disabilities is going to continue to grow, which will increase the demand for housing and the availability of home modifications for elderly and non-elderly disabled people. Home modification funding is needed, could come through government assistance, tax breaks; need more research for these funding sources. We need to create more affordable, accessible, and integrated housing options. A recent IDHA report states that the State needs twice as many units of accessible housing than it currently has. We have concerns about the plan's emphasis on multi-modal transportation systems. If any part of a multi-modal system is inaccessible, then the whole system is inaccessible and the benefits of multi-modality are eliminated. We urge CMAP to recommend that public entities enter into cooperative agreements with other transportation providers only if that provider is accessible to people with disabilities. For example, the CTA should not partner with ride share companies unless and until their cars are accessible. We support data sharing across all transit providers relating to accessibility. CMAP should provide support as soon as possible in the plan for accessibility. We ask that CMAP take an active leadership role in securing funding. Paratransit system is failing at meeting the needs of people with

disabilities. PACE paratransit needs to replace its existing software and offer on-demand ride share services.

Steven Sondheim: I am the transportation national chair of the Sierra Club. We need to improve transit from commuting areas. There are a lot of people would take transit if it were convenient and measured decently against driving. If anything that could be done to increase access to transit in the collar communities. I would like to see a transfer of moneys delegated to roads to transit. I've seen "circulators" in smaller communities – a local shuttle bus that connects workers and people to transit – and use parking fees to support the circulator bus. Or businesses could support the cost of circulator roads. The last thing we need is more roads, which will induce traffic.

Sequane Lawrence: I here on behalf of the the African American Leadership Policy Institute regarding the Red Line extension and have concerns about the $24 billion need. Two questions: What are the workforce development plans for the Red Line extension? What is the plan for the 130th Street Red Line CTA station? A seven-story parking structure is more for suburban commuters than Altgeld Garden residents. I would like to see CMAP exercise more oversight over Red Line extension in the interest of local communities, otherwise the history of transit inequality and inequity for African American communities will continue. I will submit more comments.

Rachel Granneman: I am an attorney for the Environmental Law and Policy Center. I want to discuss three issues. I want to express support for CMAP's transparent planning process and the core principles of the plan. First, CMAP's population forecasts of explosive growth are inconsistent with current population trends. Inflated growth rates concern us because they have been used to support new highway projects, undermining ON TO 2050's focus on existing infrastructure and inclusive growth. We encourage CMAP to revise the population forecast. The ELPC agrees not to include the Route 53 extension and the Illiana in the fiscally constrained projects. We disagree that the Illiana "performs moderately well".

Rick Harnish: I am executive director of the Midwest Highspeed Rail Association. We support the continued investment in planning for the CrossRail Chicago. It would combine several high priority projects to make them all more effective. We would like to see a network of projects analysis instead of project-by-project. This project would combine the O'Hare Express with expanding capacity on the Metra line to Elgin and the A2 flyover, increase rapid service to the south side, and expand bus service throughout the region. We would like to see different language in the CrossRail paragraph and a more programmatic approach.

Becky Marshall: I am working on a research project about manufacturing in Chicago and CMAP has a large opportunity to connect manufacturing with underemployed and economically disconnected residents. The Jane Adams Resource Corporation in Ravenswood does training for advanced manufacturing jobs and welding. Advanced manufacturing jobs are in the region but are in danger of leaving due to lack of talent pool. JARC trains people and does public benefits screening, but their funding sources are complicated and regional. A lot of people are trained in Chicago and then leave the area after learning the trades. The nonprofit Manufacturing Renaissance/connect works in

neighborhoods with worker shortages and persuades employers to work with people who are underemployed. This program is training with teenagers to become experts in machine operations and then they graduate to jobs in the neighborhood.

Arianna Benoit: How does CMAP plan to manage construction while people are going to work?

4.0 Other Business

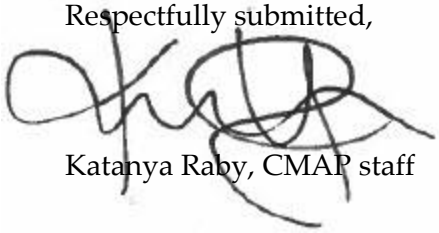
The draft of the ON TO 2050 regional plan was available for public review and comment from June 15, 2018 through August 14, 2018, and was presented for public comment at ten regional open houses:

- June 19, 2018: McHenry County, Woodstock
- June 20, 2018: South Suburban Mayors and Managers' Association, East Hazel Crest
- June 26, 2018: Kendall County, Yorkville
- June 27, 2018: Kane County, Geneva
- July 10, 2018: DuPage County, Downers Grove
- July 11, 2018: Will County, New Lenox
- July 12, 2018: Lake County, Libertyville
- July 17, 2018: Southwest Conference of Mayors, Palos Hills
- July 18, 2018: West Central Municipal Conference, LaGrange
- July 19, 2018: Northwest Municipal Conference, Mount Prospect

5.0 Adjournment

At 6:00 p.m., the public hearing adjourned.

Respectfully submitted,



Katanya Raby, CMAP staff

Adam Ballard, Access Living 7.25.18

Comments on CMAP's ON TO 2050 Comprehensive Regional Plan

We appreciate the opportunity to provide testimony on the Comprehensive Regional Plan, ON TO 2050. We will also be submitting final written comments formally by the deadline of August 14. Access Living is the Center for Independent Living in Chicago, and through our advocacy, we have seen big gains made for the disability community's access to transportation options throughout the City and region, as well as more modest gains in real housing choice for people with disabilities. However, much work remains in both areas to ensure that disabled Chicagoans truly have access to the same range of options in housing and transportation as anyone else.

We will divide our comments on the Plan into 3 sections: General Procedural Comments, Comments on Housing in the "Community" Chapter of the Plan, and Comments on Transportation in the "Mobility" Chapter of the Plan.

General Procedural Comments

Procedurally, we urge two big picture changes in the process for creating this Plan. First, this Plan needs the benefit of significantly more data concerning the access needs of people with disabilities. There appears to be only one reference to disability issues in the sections of the Plan addressing The Region Today and Community. A lack of substantive attention to disability continues an "out of sight, out of mind" approach to public policy that often unwillingly erects or maintains barriers to full inclusion for the disability community, which makes up nearly 20% of the US population.

Our second recommendation is to add a person who is familiar with disability issues and has planning expertise to the CMAP Board. We believe that greater attention to the experience of people with disabilities, through data collection and inclusion of an individual with such a perspective on the board will change the recommendations in future planning and result in the inclusion of more projects with significant benefits for the disability community.

Comments on Housing in the "Community" Chapter of the Plan

As to the specifics of the Plan, we will first briefly address housing. On page 43 of the Plan, it is correctly noted that the aging population will continue to grow quickly in the coming years, and therefore "aging in place" options are needed. However, it is also highly likely that the population of non-elderly people with disabilities will continue to grow as medical advances lead to more people surviving traumatic injury or illness, and becoming disabled as a result. The demand for housing in the disability population will also grow as more people are transitioned from costly congregate care settings such as nursing homes into home and community-based service settings. Solutions increasing the availability and affordability of home modifications are needed to address both of these growing populations, and that is not explicitly stated in this

chapter. Home modification funding programs are needed because most disabled people and seniors are on low, fixed incomes and cannot afford to pay for accessibility modifications themselves. This funding can come through direct government assistance, property tax breaks, enhanced lines of credit from lending institutions, or a combination of these and other sources. Research into best practices on home modification funding should be a priority for CMAP going forward.

Beyond that issue, we support the Plan's emphasis on creating more affordable housing options in more communities throughout the City and region. The demand for affordable and accessible housing far outstrips the supply. In fact, a January 2017 report from the Illinois Housing Development Authority concluded "the State needs twice as many units as it currently has to have enough physical infrastructure (typically scattered-site and apartment units) to house every eligible individual [with a disability] that is currently in need." Additionally, here at Access Living we helped 159 people find housing that met their needs in the community over the past year; however, we receive hundreds of requests for help every month. The creation of affordable, accessible, and integrated housing options will only serve to more fully include people with disabilities in the communities of their choice.

Comments on Transportation in the "Mobility" Chapter of the Plan

We have significant concerns about the Plan's emphasis on multimodal transportation systems, as outlined on Pages 200-01. 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. To address that problem, 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. For example, the CTA should not partner with a rideshare company to offer first and last mile transportation unless that rideshare company is itself fully accessible. Similarly, we support the call for data sharing across all transportation providers on pages 205-06, but urge that the data shared include issues related to accessibility, such as the number of rides given in wheelchair accessible vehicles.

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. Chicago has a tremendous opportunity to be the first major city with a legacy rail system to make that system fully vertically accessible, and CMAP's leadership can make that a reality.

Finally, the area's paratransit system is significantly failing to meet its service obligations. See *Transportation Delayed is Transportation Denied: On-time Performance in Pace's City of Chicago Paratransit Service*, https://www.accessliving.org/index.php?download=1710SNcfl192. 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 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. We note that the Plan's reference to paratransit being an "on-demand" service on page 220 is incorrect. Paratransit rides must be scheduled at least 24 hours in advance.

Comments by theme

CrossRail

Bill Cash

Apex Airways

reservations@apexairways.com

844-400-APEX

I strongly support further consideration for the CrossRail project proposed by Midwest High Speed Rail. The CrossRail concept (borrowed from London's successful CrossRail) would do a great deal to connect the region's core activity center -- the Chicago Loop -- with the busiest airport in the world and with rail destinations across the Midwest.

The project offers obvious benefits for people across the planning region, from reducing auto traffic on the Kennedy Expressway, to freeing up road and airway capacity at O'Hare, to opening up through rail service across the Chicago region for travelers across the Midwest. Further, the network effects of creating some high-speed rail service only help make the case for further expansion of that service.

Chicago needs a second fast way to get to places like Minneapolis, St. Louis, and Cincinnati. Right now, the only good way to make that trip is by car or subway to the airport, then fly, then get another car or train on the other end. Connecting all these places in one project would be transformative. I hope CMAP gives this project high priority.

Bill Cash

Chicago

Rick Harnish

Midwest High Speed Rail Association

rick.harnish@midwesthsr.org

7733346758

Please change the text related to CrossRail Chicago to:

This multi-faceted, phased program would connect and modernize the Metra Electric and Milwaukee District lines, making these into a unified backbone of transit service from Southern Cook County to the Northwest suburbs and beyond. It would connect Chicago's far south side to McCormick Place and O'Hare with frequent service through Union Station. It would also provide the foundation for a high-speed rail network to neighboring metropolitan areas.

It combines many projects from both the constrained and unconstrained lists into one unified program. Constrained projects include: Metra A-2 Crossing, RSP 98, Metra Milwaukee District West Improvements, RSP 79, and West Loop Transportation Center Phase I (Union Station) Improvements, RSP 85. Unconstrained projects include Metra Electric Improvements, Metra Milwaukee District North Improvements, Metra North Central Service Improvements, Oâ€™Hare Airport Express Train and West Loop Transportation Center Phase II.

CrossRail Chicago would support two constrained projects - City of Chicago BRT group and Pace Pulse Expansion, RSP 102A by feeding passengers into those networks.

David May

davemay4008@gmail.com

Include MHSRA's Crossrail Proposal in the Plan.

From: Aaron Brown <aaron.john.brown@gmail.com>
Sent: Thursday, August 09, 2018 8:48 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)

South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Aaron Brown

From: Aaron Tucek <aarontucek@att.net>
Sent: Thursday, August 09, 2018 11:06 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Aaron Tucek

From: Adilla Menayang <amenayang@gmail.com>
Sent: Friday, August 10, 2018 3:45 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

Dear Joseph Szabo and team,

I'm one of the many Chicagoans that can't be bothered to own a car--it's terrible for the environment, parking is a hassle, and I can't practice Portuguese on Duolingo while driving.

I'm editing a template set by the Midwest High Speed Rail Association but as a journalist who reads public comments, I know how frustrating it is to read the same thing again and again, so I'm going off script here: My partner is from Ohio, I'm a Chicagoan, we both live in Chicago, and would be THRILLED if there were rail connections because 1. He gets very anxious from flying, 2. I like to look at things out the window.

On a more serious note, imagine the amount of revenue rail travelers can bring to the cities it passes? The convenience and minimal carbon footprint makes it a highly attractive alternative to cars, and it will make flight prices even more competitive within the region.

I'm interested in pursuing a PhD in agricultural economics, so it makes sense to think about going to U of I in Urbana-Champagne. But the thought of being isolated in a car-dependent town with harsh winters is enough to make me think elsewhere. Trains bring people together more so than cars. It will connect places with not many jobs to places with many jobs.

And here's where I go back to the script:

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Adilla Menayang

From: Al Sturges <alsturges@sbcglobal.net>
Sent: Thursday, June 28, 2018 7:33 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Al Sturges
6 Chestnut Ct
Park Forest, IL 60466

From: Alan Arnold <arnoldag@comcast.net>
Sent: Thursday, June 14, 2018 7:48 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)

Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Alan Arnold
1005 Pennsylvania St NE
Albuquerque, NM 87110

From: Alan Jorczak <ajorczak@gmail.com>
Sent: Wednesday, August 08, 2018 5:40 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Alan Jorczak

From: Alan Paberzs <alanpaberzs@gmail.com>
Sent: Wednesday, August 08, 2018 10:52 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and

reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Alan Paberzs

From: Alek Zayas-Dorchak <alekzd7@gmail.com>
Sent: Friday, August 10, 2018 11:49 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Alek Zayas-Dorchak

From: Alex Rosen <alex.e.rosen@gmail.com>
Sent: Thursday, August 09, 2018 12:42 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Alex Rosen

From: Alex Schwartz <alschwartz@email.wm.edu>
Sent: Thursday, June 28, 2018 3:10 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Alex Schwartz
20743 W Lakeridge Ct
Kildeer, IL 60047

From: Alex Schwartz <alschwartz@email.wm.edu>
Sent: Friday, May 25, 2018 3:43 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Alex Schwartz
20743 W Lakeridge Ct
Kildeer, IL 60047

From: Amy Wolff <yeahohahhh@gmail.com>
Sent: Thursday, August 09, 2018 4:05 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Amy Wolff

From: Andre Garner <afgarner@theblackinkgroup.com>
Sent: Thursday, August 09, 2018 1:02 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)

South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Andre Garner

From: andrew davies <ajdavies@sbcglobal.net>
Sent: Friday, June 15, 2018 7:38 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

andrew davies
18521 Oakmont Dr
Noblesville, IN 46062

From: Andrew Greenhagen <agreenhagen@alumni.niu.edu>
Sent: Friday, May 25, 2018 2:50 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Andrew Greenhagen
202 Adams St
Batavia, IL 60510

From: Andrew Kuczynski <kucz0914@gmail.com>
Sent: Friday, June 29, 2018 10:06 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and

reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Andrew Kuczynski
1706 Linden Ave
Park Ridge, IL 60068

From: Andrew Nurse <andycknurse@gmail.com>
Sent: Wednesday, August 15, 2018 11:43 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Andrew Nurse

From: Andrew Pritt <aspritt@gmail.com>
Sent: Tuesday, August 14, 2018 8:21 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Andrew Pritt

From: Andy Townsend <foamer59@comcast.net>
Sent: Wednesday, August 08, 2018 6:40 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Andy Townsend

From: Andy Townsend <foamer59@comcast.net>
Sent: Wednesday, August 08, 2018 6:40 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Andy Townsend

From: Anna Enderle <a.enderle@live.com>
Sent: Wednesday, May 30, 2018 7:57 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Anna Enderle
2002 County Hwy E
Warrens, WI 54666

From: Anthony Padilla <tonypadillatcuiam@austin.rr.com>
Sent: Sunday, August 12, 2018 9:37 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)

Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Anthony Padilla

From: Anthony Stuckey <anthonystuckey@gmail.com>
Sent: Saturday, June 30, 2018 9:29 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Anthony Stuckey
17510 71st Ct
Tinley Park, IL 60477

From: Anthony Tangora <gin.martini@hotmail.com>
Sent: Wednesday, August 08, 2018 10:00 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

I support CrossRail Chicago and I hope you do too. Ditch the Boring tunnel to ORD from downtown that will serve few elite travelers. CrossRail will benefit everyone, even those who do not ride trains. Freight and passenger transport will improve.

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050.

Thank You,
Tony Tangora

Sincerely,
Anthony Tangora

From: April Wagner <tarot360@gmail.com>
Sent: Sunday, July 01, 2018 9:11 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

April Wagner
135 Curtis Dr
Valparaiso, IN 46383

From: April Wagner <tarot360@gmail.com>
Sent: Friday, May 25, 2018 6:57 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

April Wagner
135 Curtis Dr
Valparaiso, IN 46383

From: arthur peterson <stationhunter@embarqmail.com>
Sent: Friday, May 25, 2018 7:23 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

arthur peterson
3200 GORDON DRIVE
GREENVILLE, NC 27834

From: Asad Khan <akhan994@gmail.com>
Sent: Friday, May 25, 2018 2:27 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

Hello,

My name is Asad Khan. I'm a PhD candidate in Economics at the University of Illinois at Urbana-Champaign. My dissertation is on urban economics and real estate, with a focus on local development. I

firmly believe that CrossRail Chicago would be one of the most beneficial infrastructure investments we could make for the region, and highly encourage you to support this project.

--

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Asad Khan

2205 W Eastwood Ave Apt 2E
Chicago, IL 60625

From: Austin Busch <austinbusch.music@gmail.com>
Sent: Friday, August 10, 2018 9:06 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Austin Busch

From: Becky St Clair <rstclair55@gmail.com>
Sent: Wednesday, August 08, 2018 7:59 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Becky St Clair

From: Ben Galewsky <ben@peartreestudio.net>
Sent: Thursday, August 09, 2018 8:03 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Ben Galewsky

From: Ben Ravenscroft <ben.ravenscroft@cantab.net>
Sent: Thursday, August 09, 2018 7:54 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Ben Ravenscroft

From: Bene Benwikere <Bene@bnamedia.biz>
Sent: Wednesday, August 08, 2018 5:50 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Bene Benwikere

From: Benjamin Recchie <brecchie@gmail.com>
Sent: Wednesday, August 08, 2018 10:38 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Benjamin Recchie

From: Benjamin Recchie <brecchie@gmail.com>
Sent: Thursday, June 28, 2018 1:37 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Benjamin Recchie
904 S. May St.
Chicago, IL 60607

From: Benjamin Recchie <brecchie@gmail.com>
Sent: Friday, May 25, 2018 12:37 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Benjamin Recchie
904A S. May St.
Chicago, IL 60607

From: Bernard Heidkamp <bheidkamp@gmail.com>
Sent: Thursday, August 09, 2018 9:54 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)

Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Bernard Heidkamp

From: Beth Coulson <bethscoulson@gmail.com>
Sent: Sunday, August 12, 2018 10:12 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Beth Coulson

From: Beth Vande Voort <bethvandevoort@gmail.com>
Sent: Friday, May 25, 2018 11:54 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and

reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Beth Vande Voort
2625 N Mozart St # 2
Chicago, IL 60647

From: Betsy Rodgers <emailbetsy@comcast.net>
Sent: Wednesday, August 08, 2018 8:57 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Betsy Rodgers

From: Betty Lawrence <btlawrence@juno.com>
Sent: Thursday, August 09, 2018 6:28 AM
To: ON TO 2050 Outreach

Subject:Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Betty Lawrence

From: Bill Nordstrom <consumer@nordbot.com>
Sent: Friday, May 25, 2018 11:51 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)

Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Bill Nordstrom
1530 S State St
Chicago, IL 60605

From: Bob Rushkewicz <brushkew@gmail.com>
Sent: Friday, June 29, 2018 8:36 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Bob Rushkewicz
1817 Azalea Ln
Mount Prospect, IL 60056

From: Bob Rushkewicz <brushkew@gmail.com>
Sent: Friday, June 15, 2018 8:32 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

I believe CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Bob Rushkewicz
1817 Azalea Lane
Mount Prospect, IL 60056

From: Bob Rushkewicz <brushkew@gmail.com>
Sent: Saturday, May 26, 2018 1:11 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Bob Rushkewicz
1817 Azalea Lane
Mount Prospect, IL 60056

From: Brent Barker <me@brentwbarker.net>
Sent: Friday, June 29, 2018 8:00 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Brent Barker
2744 W Cortland St # 2
Chicago, IL 60647

From: Brent Barker <me@brentwbarker.net>
Sent: Friday, May 25, 2018 11:44 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)

Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Brent Barker
2744 W Cortland St #2
Chicago, IL 60647

From: brian bastuba <brian.bastuba@sabic.com>
Sent: Friday, June 29, 2018 2:57 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

brian bastuba
2221 n lister ave
chicago, IL 60614

From: Bruce Holberg <brucetravelsbytrain@outlook.com>
Sent: Thursday, June 28, 2018 3:13 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise

CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

I used to live in Deerfield, IL, and took the Milwaukee line to downtown Chicago. After completing Graduate School my parents moved to a very nice senior complex .

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRail

Bruce Holberg
200 Jacaranda Dr
Plantation, FL 33324

From: Bryan Layne <bslayne@gmail.com>
Sent: Friday, August 10, 2018 2:05 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Bryan Layne

From: carl kelso <cpkelso@hotmail.com>
Sent: Wednesday, August 08, 2018 8:41 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
carl kelso

From: Carl Klein <carltklein@comcast.net>
Sent: Friday, June 15, 2018 1:09 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Carl Klein
823 Michigan Avenue
Evanston, IL 60202

From: Carl Saxon <csaxon128@gmail.com>
Sent: Saturday, August 11, 2018 11:59 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise

CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

I would also like to see Des Moines Iowa added as a possible connection in the future. Des Moines is an exploding market for young professionals and a need for high speed rail is already desperate.

Sincerely,
Carl Saxon

From: Caroline Anderson <art2850@comcast.net>
Sent: Thursday, June 28, 2018 1:16 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Caroline Anderson
813 Ridge Ave
Evanston, IL 60202

From: Chad Crabtree <chad@alumni.iu.edu>
Sent: Friday, May 25, 2018 1:53 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)

Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Chad Crabtree
1420 Cedar St
Elkhart, IN 46514

From: Charles Geigner Jr. <yardmstr@hotmail.com>
Sent: Thursday, August 09, 2018 7:15 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Charles Geigner Jr.

From: Charles Vignola <vignola@uchicago.edu>
Sent: Friday, August 10, 2018 12:55 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

High speed rail is a vital investment that our communities must invest in today to safeguard our future transportation infrastructure. High speed rail can bring immense economic development to areas otherwise unable to be served by the existing transit infreastructure. I firmly believe that projects like this will work toward more equal operatunities, and connecting the Midwest without charging the large costs of airliners or long travel time of busses would really help to encourage positive growth of the whole region.

Sincerely,
Charles Vignola

From: Charles Welsh <chuck.welsh@castlerockcarboncoal.com>
Sent: Wednesday, August 08, 2018 5:30 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Charles Welsh

From: Chen-Yu Lin <clin69@illinois.edu>
Sent: Friday, August 10, 2018 9:31 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Chen-Yu Lin

From: Christine Rule <crule@me.com>
Sent: Thursday, June 28, 2018 1:33 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Christine Rule
2507 W Winnemac Ave
Chicago, IL 60625

From: Christine Rule <crule@me.com>
Sent: Friday, May 25, 2018 12:15 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling

communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Christine Rule
2507 W Winnemac Ave Apt 2
Chicago, IL 60625

From: Christine Wenc <christine.wenc.editing@gmail.com>
Sent: Wednesday, August 08, 2018 6:48 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Christine Wenc

From: Christopher Devine <cdevine66@gmail.com>
Sent: Thursday, June 28, 2018 1:42 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Christopher Devine
5143 N Neenah Ave
Chicago, IL 60656

From: Christopher Johnson <cjohnsonconsulting@comcast.net>
Sent: Saturday, August 11, 2018 8:12 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Christopher Johnson

From: Christopher Wagner <wagger81@gmail.com>
Sent: Thursday, June 28, 2018 6:47 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Christopher Wagner
1111 S Wabash Ave Apt 1601
Chicago, IL 60605

From: Chuck Metalitz <taxpayer@fastmail.us>
Sent: Tuesday, August 14, 2018 10:21 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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 and people with limited English proficiency.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Chuck Metalitz

From: Claretta Meier <clarettameier@earthlink.net>
Sent: Wednesday, August 08, 2018 5:24 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Claretta Meier

From: Claude Luisada <cluisada@msn.com>
Sent: Friday, June 29, 2018 10:01 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Claude Luisada
2960 N. Lake Shore Drive, Apt. 2609
Chicago, IL 60657

From: Colin Winkler <thewinkler@walla.com>
Sent: Wednesday, August 08, 2018 8:51 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Colin Winkler

From: Colleen Rayburn <oneluckymom@hotmail.com>
Sent: Thursday, August 09, 2018 8:41 AM
To: ON TO 2050 Outreach

Subject:Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Colleen Rayburn

From: Cordale Brown <c.nick.brown6@att.net>
Sent: Thursday, June 28, 2018 1:00 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Cordale Brown
12444 S Laflin St
Calumet Park, IL 60827

From: Cynthia Taylor <cynthiataylor1121@gmail.com>
Sent: Friday, August 10, 2018 5:24 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Cynthia Taylor

From: Dale Griffin <dalecgriffin@comcast.net>
Sent: Friday, May 25, 2018 12:12 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Dale Griffin
722 Wesley Ave. #2
Evanston, IL 60202

From: Dan Clarahan <dan.clarahan@gmail.com>
Sent: Thursday, August 09, 2018 6:11 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Dan Clarahan

From: Dan Rodgers <djrodgers27@gmail.com>
Sent: Wednesday, August 08, 2018 8:40 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Dan Rodgers

From: Dan Rodgers <djrodgers27@gmail.com>
Sent: Monday, May 28, 2018 10:40 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Dan Rodgers
508 Flock Ave
Naperville, IL 60565

From: Daniel Lasky <dlasky@tulane.edu>
Sent: Friday, August 10, 2018 4:45 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

Making Chicago accessible and future-forward should always be a priority, and CrossRail is an essential piece of a larger strategy.

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Daniel Lasky

From: Dave Falconer <falcone1@msu.edu>
Sent: Friday, May 25, 2018 12:11 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Dave Falconer
1950 Mendota Dr
East Lansing, MI 48823

From: Dave Olszewski <trains-and-ships@live.com>
Sent: Thursday, August 09, 2018 8:32 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)

South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Dave Olszewski

From: David Deeds <ddeedsuni@hotmail.com>
Sent: Wednesday, August 08, 2018 9:13 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
David Deeds

From: David May <davemay4008@gmail.com>
Sent: Monday, June 25, 2018 12:26 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

David May
400 8th Ave
La Grange, IL 60525

From: David Reeves <appledavid13@gmail.com>
Sent: Sunday, May 27, 2018 2:25 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

David Reeves
3500 N Reta Ave
Chicago, IL 60657

From: David Varnum <davidvarnum@earthlink.net>
Sent: Thursday, August 09, 2018 2:27 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050.

The entire Midwest stands to gain from a sensible project like CrossRail Chicago. Please endorse and support it! Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
David Varnum

From: David Zegeye <david.w.zegeye@gmail.com>
Sent: Thursday, August 09, 2018 5:36 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
David Zegeye

From: Dejan Bajic <dejan.bajic14@gmail.com>
Sent: Thursday, June 14, 2018 10:20 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Dejan Bajic
2049 N Neva Ave
Chicago, IL 60707

From: Denise Jackson <denisejackson1954@hotmail.com>
Sent: Tuesday, August 14, 2018 3:26 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Denise Jackson

From: Denise Jackson <denisejackson1954@hotmail.com>
Sent: Monday, June 04, 2018 2:02 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Denise Jackson
7703 s peoria
chicago, IL 60620

From: Denise Lytle <centauress6@live.com>
Sent: Wednesday, August 22, 2018 1:00 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Denise Lytle

From: Denise Lytle <centauress6@live.com>
Sent: Tuesday, July 03, 2018 5:02 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Denise Lytle
11 Wisteria Dr., Apt 3F
Fords, NJ 08863

From: Denise Lytle <centauress6@live.com>
Sent: Sunday, June 03, 2018 4:45 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Denise Lytle
11 Wisteria Dr Apt 3F
Fords, NJ 08863

From: dennis farnham <pjwdjf@comcast.net>
Sent: Wednesday, August 08, 2018 5:09 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise

CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
dennis farnham

From: Dennis Hake <djhake@comcast.net>
Sent: Thursday, June 28, 2018 2:09 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Dennis Hake
18271 Aspen Trl
Romulus, MI 48174

From: Dennis Philapavage <denphil@gmail.com>
Sent: Wednesday, August 08, 2018 5:54 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Dennis Philapavage

From: Dennis Womack-Kalla <dennis67@alum.mit.edu>
Sent: Tuesday, August 14, 2018 10:47 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

Thirteen years ago I visited Germany. I landed in Frankfurt, and my first stop was Munich. I was able to get on a train at the Frankfurt airport and go directly to Munich on a high-speed train. A modern rail transportation system with such service would have enormous benefits for Chicago and the region. An excellent first step to a Chicago-based modern rail transportation system is CrossRail Chicago.

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all of CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago,org

Sincerely,
Dennis Womack-Kalla

From: Dennis Womack-Kalla <dennis67@alum.mit.edu>
Sent: Sunday, May 27, 2018 2:06 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

As a traveller who has experienced high-speed rail in several countries, I see great benefits of this technology. The US has fallen behind in this area. CrossRail has the potential to be the core of what might be a premier high-speed rail rail system in the US.

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Dennis Womack-Kalla
715 Corinthian Avenue
Philadelphia, PA 19130

From: Derek Buyan <derek.buyan@gmail.com>
Sent: Monday, August 13, 2018 9:36 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Derek Buyan

From: Derek Buyan <derek.buyan@gmail.com>
Sent: Tuesday, July 03, 2018 9:54 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Derek Buyan
5709 S Kimbark Ave
Chicago, IL 60637

From: Derek Buyan <derek.buyan@gmail.com>
Sent: Wednesday, May 30, 2018 7:56 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Derek Buyan
5709 S Kimbark Ave # 2
Chicago, IL 60637

From: diana banducci <dianabanducci@gmail.com>
Sent: Thursday, June 14, 2018 7:34 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

diana banducci
2626 N Lakeview Ave Apt 309
Chicago, IL 60614

From: diana banducci <dianabanducci@gmail.com>
Sent: Sunday, May 27, 2018 1:50 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

diana banducci
2626 N Lakeview Ave Apt 309
Chicago, IL 60614

From: Douglas Hesbol <dhesbol@gmail.com>
Sent: Friday, May 25, 2018 6:06 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Douglas Hesbol
10506 Meadow Run
Parker, CO 80134

From: Dr Clarence W Moore <clarence_w_moore@usa.net>
Sent: Friday, June 29, 2018 12:51 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Additionally, we need to start removing the high-pollution, uncomfortable, traffic-hindrances busses and replace them with LRT routes.

Learn more about CrossRail Chicago at CrossRailChicago.org

Dr Clarence W Moore
PSC 450 BOX 211
APO AP, CA 96206

From: Ed Beling <tracynewsguy@gmail.com>
Sent: Thursday, June 14, 2018 11:06 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Ed Beling
35138 N Randhill Dr
Ingleside, IL 60041

From: Edward Mann <edward.mann@comcast.net>
Sent: Friday, May 25, 2018 11:56 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Edward Mann
837 Park Plaine Ave
Park Ridge, IL 60068

From: Elizabeth Bullock <blbullock@gmail.com>
Sent: Saturday, May 26, 2018 12:58 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and

reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Elizabeth Bullock
4500 N Magnolia Ave
Chicago, IL 60640

From: Elizabeth McNicholas <elizabeth@mglmarchitects.com>
Sent: Monday, June 18, 2018 1:24 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Elizabeth McNicholas
711 S. Dearborn #503
Chicago, IL 60605

From: Ellen Garza <ecgarza@gmail.com>
Sent: Thursday, August 09, 2018 9:05 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Ellen Garza

From: Elliott Kavanaugh <elliott.kavanaugh@gmail.com>
Sent: Wednesday, August 08, 2018 10:33 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Elliott Kavanaugh

From: Eric Chandler <eberchand@hotmail.com>
Sent: Thursday, June 28, 2018 2:17 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

Connecting people brings success to Chicago, to Illinois, and to our region of the Midwest.

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Eric Chandler
4444 N Maplewood Ave
Chicago, IL 60625

From: Eric Rogers <ericrogers@gmail.com>
Sent: Wednesday, July 25, 2018 8:42 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050. As a resident of the South Side, poorly served by what was once Metra's finest commuter rail operation, now seemingly in a death spiral, these are critical investments for the future of our communities.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

Please make all of CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Sincerely,
Eric Rogers

From: Eric Sullivan <epsullivan28@gmail.com>
Sent: Thursday, June 28, 2018 11:06 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Eric Sullivan
520 S State St
Chicago, IL 60605

From: Eric Sullivan <epsullivan28@gmail.com>
Sent: Monday, May 28, 2018 10:39 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Eric Sullivan
520 S State St
Chicago, IL 60605

From: Eric Talbot <erictal4075@comcast.net>
Sent: Thursday, August 09, 2018 1:05 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Eric Talbot

From: Eric Talbot <erictal4075@comcast.net>
Sent: Friday, June 29, 2018 3:42 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Eric Talbot
3430 N Lake Shore Dr Apt 18N
Chicago, IL 60657

From: Erik Leeper <erik.leeper@gmail.com>
Sent: Tuesday, May 29, 2018 1:10 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling

communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Erik Leeper
1201 N 85th Pl Ste 106
Scottsdale, AZ 85257

From: Erin Nauta <erin.nauta@gmail.com>
Sent: Thursday, August 09, 2018 8:25 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

Paris...Moscow...London...New York...Chicago! Let's show 'em how to really do it by combining Metra and the EL into a regional transit powerhouse.

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.

Sincerely,
Erin Nauta

From: Frank Blake <frankblake@juno.com>
Sent: Thursday, August 09, 2018 9:30 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Frank Blake

From: Frank Blake <frankblake@juno.com>
Sent: Thursday, June 28, 2018 1:05 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Frank Blake
1010 Peden St Apt 3
Houston, TX 77006

From: Frank Blake <frankblake@juno.com>
Sent: Friday, June 15, 2018 9:01 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling

communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Frank Blake
1010 Peden St Apt 3
Houston, TX 77006

From: Fred Lanahan <falanahan@frontier.com>
Sent: Wednesday, August 08, 2018 6:19 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Fred Lanahan

From: Fred Lanahan <falanahan@frontier.com>
Sent: Wednesday, August 08, 2018 6:19 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Fred Lanahan

From: Fred Lanahan <falanahan@frontier.com>
Sent: Friday, June 15, 2018 6:47 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Fred Lanahan
3702 Fairfield Ave
Fort Wayne, IN 46807

From: Fred Orend <redwolf130@hotmail.com>
Sent: Thursday, August 09, 2018 8:09 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Fred Orend

From: Frederick Russler <frussler@new.rr.com>
Sent: Wednesday, August 08, 2018 6:00 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Frederick Russler

From: Gabriella Brown <gabby_brown21@hotmail.com>
Sent: Wednesday, August 08, 2018 7:17 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)

South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Gabriella Brown

From: Gabriella Brown <gabby_brown21@hotmail.com>
Sent: Thursday, June 28, 2018 4:04 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Gabriella Brown
3509 West Belle Plaine Avenue
Chicago, IL 60618

From: Gabriella Brown <gabby_brown21@hotmail.com>
Sent: Friday, May 25, 2018 11:42 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and

reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Gabriella Brown
3509 W. Belle Plaine Avenue, #1
Chicago, IL 60618

From: George Dearborn <gdearborn@foxcrossingwi.gov>
Sent: Thursday, July 05, 2018 9:21 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org
This not only benefits the Chicago Area but also benefits the region with the ultimate need for passenger rail service to the Fox Valley & Green Bay.

George Dearborn
2000 Municipal Dr.

Neenah, WI 54956

From: George Schroeder <schroeder66@comcast.net>
Sent: Thursday, June 28, 2018 6:51 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

George Schroeder
6 E Vandermeer Dr
Antioch, IL 60002

From: George Stewart <geostewart@embarqmail.com>
Sent: Thursday, August 09, 2018 8:59 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
George Stewart

From: George Stewart <geostewart@embarqmail.com>
Sent: Friday, June 29, 2018 4:17 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

George Stewart
502 Annetta Ave
Hoyt, KS 66440

From: George Stewart <geostewart@embarqmail.com>
Sent: Friday, June 15, 2018 10:02 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

George Stewart
502 Annetta Ave
Hoyt, KS 66440

From: George Stewart <geostewart@embarqmail.com>
Sent: Friday, May 25, 2018 10:34 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

George Stewart
502 Annetta Ave
Hoyt, KS 66440

From: Glenn Bjorkman <glenn@bjorkman.org>
Sent: Friday, May 25, 2018 7:55 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)

Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Glenn Bjorkman
923 S. Bruner Street,
Hinsdale, IL 60521

From: Greg Sells <gsells@austin.rr.com>
Sent: Thursday, June 28, 2018 10:18 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Greg Sells
3300 Parker Ln Apt 258
Austin, TX 78741

From: Greg Sells <gsells@austin.rr.com>
Sent: Saturday, May 26, 2018 11:09 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Greg Sells
3300 Parker Ln Apt 258
Austin, TX 78741

From: Greg Smith <gregory.henry.smith@gmail.com>
Sent: Friday, June 15, 2018 8:28 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Greg Smith
1102 E 46th St, #301
Chicago, IL 60653

From: Greg Wernisch <gwernisch@ctkcp.com>
Sent: Monday, August 13, 2018 12:14 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Greg Wernisch

From: Gregory Alan Norton <greg@gregoryalannorton.com>
Sent: Thursday, June 28, 2018 2:16 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Gregory Alan Norton
7 Michigan Avenue
East Dundee, IL 60118

From: Gregory Tornatore <gptornatore@hotmail.com>
Sent: Friday, June 29, 2018 8:02 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Gregory Tornatore
110 W Superior St Unit 1202
Chicago, IL 60654

From: Gregory Tornatore <gptornatore@hotmail.com>
Sent: Monday, June 18, 2018 11:19 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Gregory Tornatore
110 W Superior St Unit 1202
Chicago, IL 60654

From: Gregory Tornatore <gptornatore@hotmail.com>
Sent: Friday, May 25, 2018 10:32 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Gregory Tornatore
110 W.Superior Street, Suite 1202
Chicago, IL 60654

From: Hannah Meinen <hmeinen@butler.edu>
Sent: Friday, August 10, 2018 7:56 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)

South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Hannah Meinen

From: Harriet Kudlacik <hktk5178@gmail.com>
Sent: Wednesday, August 08, 2018 9:31 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Harriet Kudlacik

From: Harriet Kudlacik <hktk5178@gmail.com>
Sent: Thursday, June 28, 2018 3:05 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Harriet Kudlacik
6710 N Octavia Ave
Chicago, IL 60631

From: Harriet Kudlacik <hktk5178@gmail.com>
Sent: Friday, May 25, 2018 3:40 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Harriet Kudlacik
6710 N Octavia Ave
Chicago, IL 60631

From: Helen Kessler <hjkessler@hjkesslerassociates.com>
Sent: Thursday, June 28, 2018 12:53 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Helen Kessler
3702 N Pine Grove Ave
Chicago, IL 60613

From: Holly Lutz <lutzlaw@juno.com>
Sent: Wednesday, August 08, 2018 10:41 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Holly Lutz

From: homer rieffanaugh <homer.rieff@gmail.com>
Sent: Friday, August 10, 2018 6:26 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
homer rieffanaugh

From: Hugh Gurney <hgurney@hsmichigan.org>
Sent: Friday, June 29, 2018 4:20 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

Although I reside in far away eastern Michigan, I might well benefit from Cross Rail by taking a fast train from Ann Arbor or Lansing directly to O'Hare.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Hugh Gurney
2270 Hickory Circle Dr
Howell, MI 48855

From: Hugh Gurney <hgurney@hsmichigan.org>
Sent: Monday, May 28, 2018 4:44 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

Why am I interested in CrossRail? It would permit me to take a train from my home here in Michigan directly to O'Hare. No switching of trains at Chicago Union Station and dragging my luggage hither and yon. That would definitely reduce congestion in Chicago.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)

South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Hugh Gurney
2270 Hickory Circle Dr
Howell, MI 48855

From: Ian Hyzy <ianhyzy@gmail.com>
Sent: Friday, August 10, 2018 5:26 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Ian Hyzy

From: Ira Kriston <iragk@comcast.net>
Sent: Wednesday, August 08, 2018 5:22 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and

reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Ira Kriston

From: Ira Kriston <iragk@comcast.net>
Sent: Thursday, June 28, 2018 1:03 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Ira Kriston
900 Chicago Ave
Evanston, IL 60202

From: Ira Kriston <iragk@comcast.net>
Sent: Thursday, June 14, 2018 8:41 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)

Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Ira Kriston
900 Chicago Ave.

From: Ira Kriston <iragk@comcast.net>
Sent: Wednesday, May 30, 2018 6:44 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Ira Kriston
900 Chicago Ave.
Evanston, IL 60202

From: J Angell <jangell@earthlink.net>
Sent: Wednesday, August 08, 2018 8:04 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
J Angell

From: Jack Kesslerr <jekessl@hotmail.com>
Sent: Sunday, July 01, 2018 10:01 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Jack Kesslerr
9141 Livengood Rd
Baroda, MI 49101

From: Jack Zibert <zibertj@pobox.com>
Sent: Friday, May 25, 2018 12:14 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Jack Zibert
6536 North Ashland
Chicago, IL 60626

From: Jacob Archambault <jarchie75@gmail.com>
Sent: Wednesday, May 30, 2018 2:37 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

Good Afternoon, My name is Jacob Archambault. I am a Northern Indiana Resident with familial and recreational roots in the Chicagoland Region. As a Bachelor's level Social Worker, my career goal is to help people become economically self-sufficient for themselves and their families. I am writing to encourage you to include CrossRail Chicago as a priority in ON TO 2050. Efficient, frequent, and affordable transportation is a major part of being able to have a self-sufficient and fully working society. I envision a United States that is back on top in efficient public transportation, but currently we are behind many Asian and European countries in transportation. Lead the way!

CrossRail would bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050.

Jacob Archambault
23588 RIVER MANOR BLVD
ELKHART, IN 46516

From: Jacob Hannan <hannanjf.com@gmail.com>
Sent: Thursday, August 09, 2018 9:17 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Jacob Hannan

From: Jacob Stai <jsstai@gmail.com>
Sent: Thursday, June 28, 2018 1:28 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and poise Chicago to serve as a nexus for development from and throughout the rest of the Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Jacob Stai
716 Burnett Avenue
Ames, IA 50010

From: Jais Gossman <jaisgossman@gmail.com>
Sent: Thursday, August 09, 2018 10:21 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Jais Gossman

From: Jake Grant <cubbiefan98@gmail.com>
Sent: Monday, June 04, 2018 5:43 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

I wasn't going to send this email until I embarked on my current situation - studying abroad in Europe. As an under-informed American, I had always heard about rail travel but never really got it - ours kind of stinks. Anyways, this plan would be a tremendous boost to our system, which is truly a great way to move people across our great nation and this plan would vastly improve access and transportation through one of the world's great rail hubs, something even vast rail metropolises like Paris don't have, yet it's so do-able.

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Jake Grant
334 Franklin Ave
River Forest, IL 60305

From: James Audrain <manjushreefoundation@gmail.com>
Sent: Wednesday, August 08, 2018 7:49 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
James Audrain

From: James Audrain <jpaudrain@gmail.com>
Sent: Friday, May 25, 2018 4:12 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

James Audrain
5488 Shady Oak Lane
Michigan City, IN 46360

From: James Daubert <jdaubert@tds.net>
Sent: Saturday, June 30, 2018 12:40 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

James Daubert
813 Centennial Pkwy
Waunakee, WI 53597

From: James Pakala <jim.pakala@covenantseminary.edu>
Sent: Wednesday, August 08, 2018 10:03 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
James Pakala

From: James Pakala <jim.pakala@covenantseminary.edu>
Sent: Thursday, June 28, 2018 3:07 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

James Pakala
1303 Mautenne Drive
Ballwin, MO 63021

From: James Pakala <jim.pakala@covenantseminary.edu>
Sent: Friday, May 25, 2018 11:59 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling

communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

James Pakala
1303 Mautenne Drive
Manchester, MO 63021

From: James Stuhlmacher <jim@stuhlmacher.us>
Sent: Thursday, June 28, 2018 12:56 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

James Stuhlmacher
1580 N Blanchard Ct
Wheaton, IL 60187

From: James Stuhlmacher <jim@stuhlmacher.us>
Sent: Friday, May 25, 2018 11:44 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)

Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

James Stuhlmacher
1580 N Blanchard Ct
Wheaton, IL 60187

From: Janet Haarlow <haarlowjl@gmail.com>
Sent: Thursday, August 09, 2018 8:08 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Janet Haarlow

From: Janet Schroeder <jschroeder46@gmail.com>
Sent: Thursday, August 09, 2018 6:52 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Janet Schroeder

From: Jason Faivre <faivre77@hotmail.com>
Sent: Wednesday, June 27, 2018 4:51 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Jason Faivre
2526 N 74th Ave # 1
Elmwood Park, IL 60707

From: Jeanie Sherwood <jeaniewoodssherwood@gmail.com>
Sent: Thursday, August 09, 2018 3:33 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)

Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Jeanie Sherwood

From: Jeff Reese <jmreese@hotmail.com>
Sent: Thursday, August 09, 2018 1:02 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Jeff Reese

From: Jeff Reese <jmreese@hotmail.com>
Sent: Friday, June 29, 2018 3:35 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and

reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Jeff Reese
43 1/2 W 12th St
Fond du Lac, WI 54935

From: Jeremy Sokolec <j-email@hotmail.com>
Sent: Friday, May 25, 2018 2:10 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Jeremy Sokolec
2626 N Lakeview Ave Apt 3109
Chicago, IL 60614

From: Jim DOORNEK <jimdoornek@gmail.com>
Sent: Thursday, June 14, 2018 8:47 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Jim DOORNEK
1721 W. Zedler lane
Mequon, WI 53092

From: Jim Kerner <jkerner0214@optonline.net>
Sent: Friday, June 29, 2018 12:36 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Jim Kerner
50 South 1st. Street Apt. 1B
Bergenfield, NJ 07621

From: Jim Mckenney <jims67mustang@gmail.com>
Sent: Friday, May 25, 2018 4:11 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Jim Mckenney
333 w Ohio Street
Chicago, IL 60654

From: Jim Ullrich <ullrichjim@ntown.com>
Sent: Thursday, June 28, 2018 4:09 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise

CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Jim Ullrich
551 English Village Way Apt 911
Knoxville, TN 37919

From: JL Angell <jangell@earthlink.net>
Sent: Friday, June 29, 2018 10:00 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

JL Angell
2388 Ponderosa Rd
Rescue, MS 95672

From: JL Angell <jangell@earthlink.net>
Sent: Friday, May 25, 2018 6:26 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)

Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

JL Angell
2388 Ponderosa Rd
Rescue, CA 95672

From: Joan Miller <jlmillerco@earthlink.net>
Sent: Thursday, June 28, 2018 3:15 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Joan Miller
2338 Bryant Ave
Evanston, IL 60201

From: Joe Winston <joe@owmyeye.com>
Sent: Wednesday, August 08, 2018 5:12 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and

reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Joe Winston

From: Joel Cutler <jgcutler@netzero.net>
Sent: Wednesday, August 08, 2018 5:32 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Joel Cutler

From: Joel Greenberg <jgreenberg7@comcast.net>
Sent: Thursday, June 28, 2018 10:36 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Joel Greenberg
PO Box 1662
Decatur, IL 62525

From: John Bauer-Buis <johngbauerbuis@gmail.com>
Sent: Monday, July 30, 2018 11:12 PM
To: ON TO 2050 Outreach
Subject:Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing trackage. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should definitely be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago is a collection of several projects, many of which are already on the ON TO 2050 fiscally constrained project list: upgrading the 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 lines to Union Station.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
John Bauer-Buis

From: John Bredin <jbbredin@hotmail.com>
Sent: Thursday, June 28, 2018 3:56 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines, already largely under public ownership, to create a continuous passenger route through Chicago and Cook County. The various projects comprising CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region and the entire Midwest.

CrossRail Chicago is a collection of several projects, many 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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

John Bredin
1551 Ashland Ave.
Des Plaines, IL 60016

From: John Dybas <j.dybas@americansurvey.com>
Sent: Friday, June 15, 2018 8:12 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

John Dybas
150 N Wacker Drive, Suite 2650
Chicago, IL 60606

From: John Edel <lunchmeat@mindspring.com>
Sent: Saturday, June 30, 2018 7:57 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)

Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

John Edel
2445 N Albany Ave
Chicago, IL 60647

From: John Edel <lunchmeat@mindspring.com>
Sent: Sunday, May 27, 2018 6:13 AM
To: ON TO 2050 Outreach
Subject:Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

John Edel
2445 N Albany Ave
Chicago, IL 60647

From: John Fay <jhfay2@gmail.com>
Sent: Thursday, August 09, 2018 2:14 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest. Even though I live in the east, I use Amtrak to get through Chicago to the west and this will help speed and smooth out that movement.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
John Fay

From: John Helduser <jhelduser@cavtel.net>
Sent: Thursday, August 09, 2018 8:37 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
John Helduser

From: John Keister <john@johnkeister.com>
Sent: Saturday, August 11, 2018 6:32 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)

South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
John Keister

From: John Massura <jmassura@longjohnonline.org>
Sent: Friday, June 15, 2018 8:55 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

John Massura
5119 South Francisco Avenue
Chicago, IL 60632

From: John McLean <john.b.mclean@sargentlundy.com>
Sent: Thursday, August 09, 2018 9:54 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
John McLean

From: John Rodgers <jrodgers2727@gmail.com>
Sent: Wednesday, August 15, 2018 5:00 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
John Rodgers

From: John Rodgers <jrrodgers2727@gmail.com>
Sent: Wednesday, August 08, 2018 8:47 PM
To: ON TO 2050 Outreach

Subject:Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: it takes advantage of existing infrastructure; it is resilient to changes in climate, technology, and funding; and it improves mobility for low income communities.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
John Rodgers

From: John Sonderegger <johnsonderegger@att.net>
Sent: Thursday, August 09, 2018 11:07 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It offers the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades extend throughout the CMAP region, and even the entire Midwest.

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 need to be prioritized are Metra Electric District improvements and upgrading the St. Charles Air Line to connect the Metra Electric to Union Station.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
John Sonderegger

From: John Stark <john.stark0047@gmail.com>
Sent: Wednesday, August 08, 2018 6:39 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
John Stark

From: John Stark <john.stark0047@gmail.com>
Sent: Wednesday, August 08, 2018 6:39 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
John Stark

From: John Swain <jfswain19@gmail.com>
Sent: Thursday, June 28, 2018 3:34 PM
To: ON TO 2050 Outreach

Subject:Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

John Swain
6547 2nd St
Sterling, OH 44276

From: Jon Huber <jon@jonhuber.com>
Sent: Friday, May 25, 2018 12:00 PM
To: ON TO 2050 Outreach
Subject:Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

This is a no-brainer. It benefits communities along both lines. It benefits visitors from out of town. It's a multiplier for economic activity. Plus the expansion opportunities are amazing. Imagine connecting Rockford and NW Indiana to O'hare!

Learn more about CrossRail Chicago at CrossRailChicago.org

Jon Huber
1515 W Haddon Ave Unit 209
Chicago, IL 60642

From: Jon Shrubsole <jshrubsole@cedarville.edu>
Sent: Wednesday, July 11, 2018 4:00 PM
To: ON TO 2050 Outreach
Subject:Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling

communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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 visible minorities.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

We would love the opportunity to take the train from Ohio to catch a flight out of O'Hare, Crossrail makes that a possibility.

Jon Shrubsole
251 N. Main St
Cedarville, OH 45314

From: Jonathan Ruggaard <jonathanruggaard@gmail.com>
Sent: Saturday, August 11, 2018 10:33 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)

Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Jonathan Ruggaard

From: Jordan Hmaidan <jhmaidan@gmail.com>
Sent: Monday, August 13, 2018 2:25 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Jordan Hmaidan

From: Jorge J Tamargo <dutchelm@netzero.net>
Sent: Wednesday, August 08, 2018 8:31 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and

reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Jorge J Tamargo

From: Jorge J Tamargo <dutchelm@netzero.net>
Sent: Thursday, June 28, 2018 1:30 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Jorge J Tamargo
9315 SW 43rd St
Miami, FL 33165

From: Jose Garcia <jg5602007@gmail.com>
Sent: Friday, July 20, 2018 10:04 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Jose Garcia

From: Joseph Jannuzzi <jdj@teleport.com>
Sent: Thursday, June 14, 2018 11:29 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Joseph Jannuzzi
707 N Hayden Island Drive Unit 303
Portland, OR 97217

From: Joseph P Hamilton <preston_hamilton@msn.com>
Sent: Wednesday, August 08, 2018 7:07 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Joseph P Hamilton

From: Joseph Sanderson <joseph.sanderson@gmail.com>
Sent: Friday, August 10, 2018 6:57 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

I write in support of the CrossRail Chicago plan. As an attorney at a Chicago-based law firm's New York office, a robust regional transportation network that enables easy travel across the region without needing to drive is essential. This project will contribute to the economic vitality of the Midwest and of the region as a whole, and I strongly support it.

Sincerely,
Joseph Sanderson

From: Joshua D Coran <jcoran@talgo-inc.com>
Sent: Friday, June 15, 2018 11:22 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

You may receive a lot of these form letters, but please consider them. As a railroad professional (first RR paycheck in June, 1966) and former Chicago resident (twice, 1972-1975 and 1976-1983) I know it speaks the truth!

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Joshua D Coran
505 5th Ave S
Seattle, WA 98104

From: Joyce Boyland <jtangpublic@gmail.com>
Sent: Friday, May 25, 2018 7:50 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

Dear CMAP and Mr. Szabo,

I travel regularly to Chicago and do so more willingly if CrossRail were planned and implemented. Since moving to the Midwest, I have wondered why cross-mode connections are so difficult, especially given Chicago's history and growth resulting from its preeminence as a well-connected transportation hub.

I hope you will consider investing in the future of Chicago as a world-class city by investing in CrossRail Chicago.

Joyce Tang Boyland

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Joyce Boyland
3227 N Cramer St
Milwaukee, WI 53211

From: Judith Hainaut <hainaut001@gmail.com>
Sent: Thursday, August 09, 2018 8:08 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Judith Hainaut

From: Judith Lento <samudy@comcast.net>
Sent: Thursday, June 28, 2018 4:10 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Judith Lento
2647 W. Walton St.
Chicago, IL 60622

From: Julia Baresch <Julia372@gmail.com>
Sent: Thursday, June 28, 2018 1:09 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you!

Learn more about CrossRail Chicago at CrossRailChicago.org

Julia Baresch
5958 N. Kenmore
Chicago, IL 60660

From: Julius Parod <julius@fristadenllc.com>
Sent: Thursday, August 09, 2018 11:12 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Julius Parod

From: Justin Hoffman <justhoff@gmail.com>
Sent: Thursday, June 14, 2018 7:12 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Justin Hoffman
2524 W Wilson Ave
Chicago, IL 60625

From: Justin Mog <justinmog@gmail.com>
Sent: Saturday, July 07, 2018 12:08 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)

Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Justin Mog
800 Goullon Ct
Louisville, KY 40204

From: K R <kos.noemail@neverbox.com>
Sent: Thursday, June 28, 2018 2:07 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

K R
136 Beulah
SF, CA 94117

From: Kaleb Nyquist <kalebnyq@gmail.com>
Sent: Tuesday, July 03, 2018 11:23 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise

CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Kaleb Nyquist
6115 S Drexel Ave
Chicago, IL 60637

From: Karen Busch <busch@msu.edu>
Sent: Sunday, July 01, 2018 10:43 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Karen Busch
4687 Mulberry Woods Cir
Ann Arbor, MI 48105

From: Karen M Schultz <kmschultz17@gmail.com>
Sent: Thursday, June 28, 2018 4:26 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Karen M Schultz
5501 W 46th St Apt 124
Sioux Falls, SD 57106

From: Kathleen Riley <kt.riley@hotmail.com>
Sent: Saturday, June 30, 2018 9:40 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Kathleen Riley
1639 Rustic Oaks Ct
Green Bay, WI 54301

From: Kathleen Riley <kt.riley@hotmail.com>
Sent: Friday, June 22, 2018 4:21 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

Mobility and earth friendly options are my priority. Please do all you can to incorporated CrossRail Chicago in your plans. Be bold and direct.

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Kathleen Riley
1639 Rustic Oaks Ct
Green Bay, WI 54301

From: Kathy Oppenhuizen <salzberryhill@gmail.com>
Sent: Saturday, June 30, 2018 12:05 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Kathy Oppenhuizen
8135 olive Trail
West olive, MI 49460

From: Kathy Oppenhuizen <salzberryhill@gmail.com>
Sent: Thursday, June 28, 2018 1:09 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Kathy Oppenhuizen
8135 Olive Trl
West Olive, MI 49460

From: Kathy Oppenhuizen <salzberryhill@gmail.com>
Sent: Friday, June 01, 2018 2:08 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Kathy Oppenhuizen
8135 Olive Trail
West Olive, MI 49460

From: Katie Binhack <kbinhack@gmail.com>
Sent: Thursday, June 28, 2018 6:20 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Katie Binhack
3342 W Beach Ave
Chicago, IL 60651

From: Katie Binhack <kbinhack@gmail.com>
Sent: Saturday, May 26, 2018 10:20 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Katie Binhack
3342 W. Beach Ave
Chicago, IL 60651

From: Kaveh Hemmat <kaveh.hemmat@gmail.com>
Sent: Friday, August 10, 2018 7:22 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)

Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Kaveh Hemmat

From: Ken Love <gamebrain01@gmail.com>
Sent: Thursday, August 09, 2018 4:07 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Ken Love

From: Kevin Duel <kevin.duel@gmail.com>
Sent: Thursday, June 28, 2018 4:58 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and

reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Kevin Duel
1130 S Euclid Ave
Oak Park, IL 60304

From: KEVIN FITZGERALD <boatlakemichigan@gmail.com>
Sent: Thursday, August 09, 2018 11:11 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
KEVIN FITZGERALD

From: Kyle Cantone <Airwalk97@hotmail.com>
Sent: Wednesday, June 27, 2018 1:15 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Kyle Cantone
235 W Van Buren Street, Unit # 3416
Chicago, IL 60607

From: Kyle Farver <kyle.farver@gmail.com>
Sent: Thursday, June 28, 2018 7:42 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Kyle Farver
1526 S West Fork Dr
Lake Forest, IL 60045

From: Kyle Farver <kyle.farver@gmail.com>
Sent: Thursday, June 14, 2018 8:23 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Kyle Farver
1526 S West Fork Dr
Lake Forest, IL 60045

From: Lauren Murdock <murdock_ls@hotmail.com>
Sent: Saturday, August 11, 2018 2:13 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Lauren Murdock

From: Lauren Murdock <murdock_ls@hotmail.com>
Sent: Thursday, July 05, 2018 10:36 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)

South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Lauren Murdock
3940 Via Lucero Apt 16
Santa Barbara, CA 93110

From: Lawrence Brault <lbraul1@gmail.com>
Sent: Tuesday, July 03, 2018 3:37 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Lawrence Brault
18746 Carson Dr
Homewood, IL 60430

From: Lawrence Tawil <larrytawil@hotmail.com>
Sent: Friday, May 25, 2018 4:18 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Lawrence Tawil
15 Tramell Way
Scotts Valley, CA 95066

From: Layton Olson <layton.olson@outlook.com>
Sent: Wednesday, August 08, 2018 7:50 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Layton Olson

From: Leah Retherford <leahmariereth@gmail.com>
Sent: Friday, June 15, 2018 9:12 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Leah Retherford
60-34 70th ave
Flushing, NY 11385

From: Linda Cohn <main132@comcast.net>
Sent: Wednesday, August 08, 2018 6:29 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Linda Cohn

From: Linda Cohn <main132@comcast.net>
Sent: Wednesday, August 08, 2018 6:29 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Linda Cohn

From: Loan Tran <Enzielle@hotmail.com>
Sent: Friday, June 15, 2018 4:38 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Loan Tran
3030 Hope St
San Jose, CA 95111

From: Lois Sturm <sturml@sullcrom.com>
Sent: Thursday, August 09, 2018 10:10 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest.

High-speed rail connecting Chicago more efficiently is an important part of what this country needs to move forward and begin to catch up to Europe, China, Turkey and other countries and regions around the world.

Please make all ofCrossRail Chicago (CrossRailChicago.org) a regional priority in ON TO 2050. Thank you.

Sincerely,
Lois Sturm

From: Malcolm Cleaveland <mcleavel@uark.edu>
Sent: Thursday, June 14, 2018 11:29 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

Regional access is important. CrossRail Chicago is a regional solution to transit problems in Chicago. CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)

Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Malcolm Cleaveland
655 E Debra Dr
Fayetteville, AR 72703

From: Marc Conrad <marcarthur@comcast.net>
Sent: Wednesday, August 08, 2018 8:52 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Marc Conrad

From: Marc Conrad <marcarthur@comcast.net>
Sent: Thursday, June 28, 2018 2:32 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Marc Conrad
716 W Waveland Ave
Chicago, IL 60613

From: Maria Del Zoppo <mdelzoppo@gmail.com>
Sent: Thursday, June 28, 2018 1:06 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Maria Del Zoppo
2451 N Sawyer Ave Fl 2
Chicago, IL 60647

From: Maria Del Zoppo <mdelzoppo@gmail.com>
Sent: Thursday, June 14, 2018 7:22 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Maria Del Zoppo
2451 N. Sawyer Ave., 2nd Floor
Chicago, IL 60647

From: Mark Pavlis <mpavlis@ldclmcc.com>
Sent: Tuesday, July 10, 2018 7:51 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Mark Pavlis
999 McClintock Drive
Burr Ridge, IL 60527

From: mark porter <mporter@colum.edu>
Sent: Friday, May 25, 2018 11:44 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

mark porter
1104 S Wabash Ave
Chicago, IL 60641

From: Mark Quam <mrquam@charter.net>
Sent: Tuesday, August 14, 2018 4:13 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

"Regional Traveler from Wisconsin". Please make CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050. This affects travelers in Wisconsin and the surrounding region.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all of CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Mark Quam

From: Mark Reback <mark@consumerwatchdog.org>
Sent: Thursday, June 28, 2018 1:01 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Mark Reback
1606 N Avenue 55
Los Angeles, CA 90042

From: Mark Scheuerell <marks2202@gmail.com>
Sent: Wednesday, August 08, 2018 6:08 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Mark Scheuerell

From: Mark Scheuerell <marks2202@gmail.com>
Sent: Thursday, June 28, 2018 1:01 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Mark Scheuerell
655 W Irving Park Rd Apt 1307
Chicago, IL 60613

From: Mark Scheuerell <marks2202@gmail.com>
Sent: Friday, May 25, 2018 9:34 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling

communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Mark Scheuerell
655 W Irving Park Rd Apt 1307
Chicago, IL 60613

From: Mark Sieber <marks@marksieber.com>
Sent: Thursday, August 09, 2018 6:59 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Mark Sieber

From: Marton Sass <mtsass@gmail.com>
Sent: Thursday, June 28, 2018 11:09 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Marton Sass
3550 N Lake Shore Dr
Chicago, IL 60657

From: Marton Sass <mtsass@gmail.com>
Sent: Friday, May 25, 2018 1:17 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

Kedves Szabó úr!

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Marton Sass
3550 N Lake Shore Dr
Chicago, IL 60657

From: Mary Griswold <marygriswold@mac.com>
Sent: Friday, June 29, 2018 7:29 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

I am writing as a frequent Amtrak traveler who would love to see improvements in rail infrastructure.

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Mary Griswold
318 Dempster St
Evanston, IL 60202

From: Mary Jo Kuffner <mjkuffner@gmail.com>
Sent: Sunday, May 27, 2018 10:03 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050. I am a heavy public transportation users and strongly support this plan.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Mary Jo Kuffner
222 N Columbus Dr #2603
Chicago, IL 60601

From: Mary Trujillo <ShakingHandsWithGod@gmail.com>
Sent: Friday, May 25, 2018 8:21 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Mary Trujillo
716 S. Casita St.
Anaheim, CA 92805

From: Matthew Emery <emerymat@mac.com>
Sent: Thursday, June 14, 2018 8:08 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)

Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Matthew Emery
23 Parker Bridge Rd.
Andover, CT 06232

From: Matthew Miodonski <miodonski@gmail.com>
Sent: Monday, July 02, 2018 4:16 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Matthew Miodonski
1653 N Humboldt Blvd # 2
Chicago, IL 60647

From: Matthew Miodonski <miodonski@gmail.com>
Sent: Friday, June 15, 2018 8:54 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Matthew Miodonski
1653 N Humboldt Blvd # 2
Chicago, IL 60647

From: Matthew Miodonski <miodonski@gmail.com>
Sent: Friday, May 25, 2018 11:48 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Matthew Miodonski
1653 N Humboldt Blvd, 2
Chicago, IL 60647

From: Matthew Slade <matt.slade0330@gmail.com>
Sent: Friday, June 15, 2018 6:13 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Matthew Slade
109 Scott Ct
Durand, IL 61024

From: Maurice Ball <mbbbjb@gmail.com>
Sent: Thursday, August 09, 2018 6:13 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)

Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Maurice Ball

From: Maurice Ball <mbbbjb@gmail.com>
Sent: Friday, June 15, 2018 10:00 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Maurice Ball
933 Front St
Lisle, IL 60532

From: Maurice Ball <mbbbjb@gmail.com>
Sent: Friday, May 25, 2018 5:46 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Maurice Ball
933 Front Street
Lisle, IL 60532

From: Michael Cornfield <michaeljcornfield@gmail.com>
Sent: Wednesday, August 08, 2018 5:08 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise

CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Michael Cornfield

From: Michael Hogan <mjh321@sbcglobal.net>
Sent: Thursday, June 28, 2018 1:54 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Michael Hogan
15408 Pine Dr
Oak Forest, IL 60452

From: Michael Kendricks <michael.l.kendricks@gmail.com>
Sent: Wednesday, August 08, 2018 7:22 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Michael Kendricks

From: Michael Lachman <lachman@ohio.edu>
Sent: Monday, July 02, 2018 12:55 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Michael Lachman
PO Box 683
Athens, OH 45701

From: Michael Skidmore <zookeeper615@hotmail.com>
Sent: Saturday, June 30, 2018 10:30 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Michael Skidmore
6101 N Sheridan Rd Apt 1B
Chicago, IL 60660

From: michael sordill <michael.sordill@gmail.com>
Sent: Thursday, June 28, 2018 1:34 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

michael sordill
652 W. Roscoe St
Chicago, IL 60657

From: Michael Sordill <michael.sordill@gmail.com>
Sent: Friday, May 25, 2018 8:14 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)

Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Michael Sordill
652 W Roscoe St
Chicago, IL 60657

From: MICHAEL WEEDA <mikelweeda@gmail.com>
Sent: Friday, May 25, 2018 12:09 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

MICHAEL WEEDA
5211 S Kimbark Ave
Chicago, IL 60615

From: Michael West <mikebobwest@netzero.net>
Sent: Tuesday, August 14, 2018 7:44 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Michael West

From: Mike Erickson <m2erickson@comcast.net>
Sent: Friday, May 25, 2018 2:11 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

From: Mike Merchant <mcmerch@comcast.net>
Sent: Thursday, August 09, 2018 7:08 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Mike Merchant

From: Miles Churchill <Mochurc2@illinois.edu>
Sent: Friday, August 10, 2018 4:27 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

Chicago is the hub of the entire region, but the infrastructure in place does not match this title. Please make all of Cross Rail Chicago a regional priority in ON TO 2050. Thank you.

Sincerely,
Miles Churchill

From: Miriam Attia <mattia@uchicago.edu>
Sent: Tuesday, July 03, 2018 11:09 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Miriam Attia
5108 S. Kimbark Ave.
Chicago, IL 60615

From: Nancy Bauer <bocuse23@hotmail.com>
Sent: Thursday, June 28, 2018 1:33 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Nancy Bauer
4247 Arthur Ave
Brookfield, IL 60513

From: Nancy Bauer <bocuse23@hotmail.com>
Sent: Friday, May 25, 2018 12:34 PM

To: ON TO 2050 Outreach
Subject:Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Nancy Bauer

4247 Arthur Avenue
Brookfield, IL 60513

From: Natalie Carow <ladybugnat@gmail.com>
Sent: Friday, August 10, 2018 10:25 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Natalie Carow

From: Natalie Van Leekwijck <hoepagirl@gmail.com>
Sent: Wednesday, August 08, 2018 6:22 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Natalie Van Leekwijck

From: Natalie Van Leekwijck <hoepagirl@gmail.com>
Sent: Wednesday, August 08, 2018 6:22 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Natalie Van Leekwijck

From: Natalie Van Leekwijck <hoepagirl@gmail.com>
Sent: Thursday, June 28, 2018 6:07 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Natalie Van Leekwijck
400 Munn St
Hazard, NE 68844

From: Natalie Van Leekwijck <hoepagirl@gmail.com>
Sent: Friday, June 15, 2018 4:12 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)

South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Natalie Van Leekwijck
400 munn st
Hazard, NE 68844

From: Neal McWhorter <neal.mcwhorter@gmail.com>
Sent: Friday, June 29, 2018 11:33 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Neal McWhorter
6551 N Maplewood Ave
Chicago, IL 60645

From: Nic Keegan <Nic.Keegan@gmail.com>
Sent: Wednesday, August 08, 2018 8:33 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise

CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Nic Keegan

From: Nicholas Little <littlen@msu.edu>
Sent: Friday, June 29, 2018 6:47 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050. I frequently use rail for business downtown Chicago, CrossRail would enable me to do the same for other parts of the conurbation avoiding more road congestion.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.or

Nicholas Little
24356 44th St
Bloomingdale, MI 49026

From: Nicholas Stamper <nicholas.s.stamper@wmich.edu>
Sent: Wednesday, August 08, 2018 8:46 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Nicholas Stamper

From: Nick Carney <nickdcarney@gmail.com>
Sent: Friday, May 25, 2018 12:06 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Nick Carney
1360 N Lake Shore Dr
Chicago, IL 60610

From: Patricia Pruitt <patricia.p0907@att.net>
Sent: Thursday, August 09, 2018 4:21 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise

CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Patricia Pruitt

From: Patricia Pruitt <patricia.p0907@att.net>
Sent: Friday, June 29, 2018 5:34 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Patricia Pruitt
1032 RANDOLPH ST
OAK PARK, IL 60302

From: Patricia Pruitt <patricia.p0907@att.net>
Sent: Saturday, May 26, 2018 6:17 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)

Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Patricia Pruitt
1032 Randolph St
Oak Park, IL 60302

From: Paul I Hettich <paulihettich@comcast.net>
Sent: Thursday, June 14, 2018 9:50 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

MAKE NO SMALL PLANS (Which the Musk project is). THINK REGIONAL! (That includes the IL/WI border.)

Paul I Hettich
41021 N Hook Circle
Antioch, IL 60002

From: Paul Jevert <bigenginej@charter.net>
Sent: Wednesday, August 08, 2018 7:27 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Paul Jevert

From: Paul Johnson <pejohnson2@gmail.com>
Sent: Wednesday, August 08, 2018 10:26 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Paul Johnson

From: Paul Rubio <paulcpmgrubio@gmail.com>
Sent: Tuesday, July 17, 2018 9:31 PM
To: ON TO 2050 Outreach

Subject:Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Paul Rubio
1036 Clarence Ave
Oak Park, IL 60304

From: Peter Gunther <avengethecathars@juno.com>
Sent: Thursday, June 28, 2018 1:37 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Peter Gunther
5636 N. Spaulding Ave.
Chicago, IL 60659

From: Peter Oster <peter.oster@att.net>
Sent: Wednesday, August 08, 2018 9:43 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Peter Oster

From: Peter Taylor <pbtaylor27@comcast.net>
Sent: Wednesday, August 08, 2018 5:14 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Peter Taylor

From: Peter Taylor <pbtaylor27@comcast.net>
Sent: Thursday, June 28, 2018 4:49 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)

South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Peter Taylor
9600 S Prairie Ave
Chicago, IL 60628

From: Philip Darling <p.darling@sbcglobal.net>
Sent: Thursday, June 28, 2018 1:08 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Philip Darling
525 W Hawthorne Pl Apt 302
Chicago, IL 60657

From: Philip Darling <p.darling@sbcglobal.net>
Sent: Thursday, June 14, 2018 9:34 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise

CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Philip Darling
525 W Hawthorne Pl Apt 302
Chicago, IL 60657

From: Philip Darling <p.darling@sbcglobal.net>
Sent: Friday, May 25, 2018 11:38 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling

communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Philip Darling
525 W Hawthorne Pl Apt 302
Chicago, IL 60657

From: Preston Hamilton <preston_hamilton@msn.com>
Sent: Thursday, June 28, 2018 12:52 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Preston Hamilton
5130 W Winona St
Chicago, IL 60630

From: Preston Hamilton <preston_hamilton@msn.com>
Sent: Friday, June 15, 2018 6:32 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)

Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Preston Hamilton
5130 W Winona St
Chicago, IL 60630

From: Rachel Kamins <rachelkamins@gmail.com>
Sent: Tuesday, June 19, 2018 7:54 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Rachel Kamins
2028 W Belmont Ave Apt 2W
Chicago, IL 60618

From: Rachel Olson <bot.collins@gmail.com>
Sent: Tuesday, August 14, 2018 5:47 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Rachel Olson

From: Ralph Eisenbrandt <jnirr@juno.com>
Sent: Thursday, August 09, 2018 11:37 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Ralph Eisenbrandt

From: Randolph Krumm <rlk55@embarqmail.com>
Sent: Wednesday, August 08, 2018 8:10 PM
To: ON TO 2050 Outreach

Subject:Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Randolph Krumm

From: Rebecca Lassiter <r12lassiter@gmail.com>
Sent: Friday, August 10, 2018 12:45 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Rebecca Lassiter

From: Richard Rouse <rayger194@gmail.com>
Sent: Tuesday, May 29, 2018 2:00 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Richard Rouse
1427 West Jarvis
Chicago, IL 60626

From: Richard Trask <rictrask@gmail.com>
Sent: Thursday, August 09, 2018 5:09 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise

CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Richard Trask

From: rina menegaz <menegazbock@gmail.com>
Sent: Saturday, August 11, 2018 8:35 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
rina menegaz

From: Rita Menzies <menzies.rita@gmail.com>
Sent: Wednesday, August 08, 2018 7:53 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Rita Menzies

From: Robert and Mary Hart <robhart99@gmail.com>
Sent: Thursday, June 28, 2018 1:27 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robert and Mary Hart
345 W Fullerton Pkwy Apt 1704
Chicago, IL 60614

From: Robert Chambers <mrchambe@gmail.com>
Sent: Wednesday, August 08, 2018 10:27 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Robert Chambers

From: Robert Gifford <ampersandetc@hotmail.com>
Sent: Friday, May 25, 2018 6:34 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robert Gifford
439 Marie St
Cape Girardeau, MO 63701

From: Robert Hill <robertdhill49@gmail.com>
Sent: Friday, June 29, 2018 6:48 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)

South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robert Hill
416 Berkley Rd
Indianapolis, IN 46208

From: Robert J. Pechacek <blackflag.chi@gmail.com>
Sent: Friday, June 29, 2018 6:50 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robert J. Pechacek
906 Nettie St
Belvidere, IL 61008

From: Robert Kania <rckania2706@gmail.com>
Sent: Wednesday, August 08, 2018 5:17 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise

CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Robert Kania

From: Robert Kania <rckania2706@gmail.com>
Sent: Thursday, June 28, 2018 6:31 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robert Kania
2706 N Monticello Ave
Chicago, IL 60647

From: Robert Kania <rckania2706@gmail.com>
Sent: Friday, May 25, 2018 2:49 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)

Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robert Kania
2706 N Monticello Ave
Chicago, IL 60647

From: Robert Lawrence <rplaw88@hotmail.com>
Sent: Wednesday, August 08, 2018 5:26 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Robert Lawrence

From: Robert Madison <rmadisonwi@gmail.com>
Sent: Thursday, June 28, 2018 1:20 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robert Madison
123 S Green St
Chicago, IL 60607

From: Robert Parks <robparks@dart.org>
Sent: Friday, May 25, 2018 2:39 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robert Parks
6923 Santa Fe Ave
Dallas, TX 75223

From: Robert Schubert <rcschubert@hotmail.com>
Sent: Thursday, June 28, 2018 11:10 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robert Schubert
2558 E Dayton St
Madison, WI 53704

From: Robert Weinberg <9210rbw@att.net>
Sent: Friday, June 29, 2018 8:02 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robert Weinberg
0N010 Elmwood St
Winfield, IL 60190

From: Robert Weinberg <9210rbw@att.net>
Sent: Thursday, June 14, 2018 7:17 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robert Weinberg
0N010 Elmwood St
Winfield, IL 60190

From: Robert Weinberg <9210rbw@att.net>
Sent: Sunday, May 27, 2018 5:35 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robert Weinberg
0N010 Elmwood
Winfield, IL 60190

From: Robert Wengronowitz <bobbywego@gmail.com>
Sent: Tuesday, June 19, 2018 4:18 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robert Wengronowitz
2514 E 18th St.
DAVENPORT, IA 52803

From: Robin Wilson <rjrumpus@msn.com>
Sent: Friday, June 15, 2018 9:35 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Robin Wilson
1106 S. East Ave
Oak Park, IL 60304

From: Ron Pilatowski <lia7tris@live.com>
Sent: Friday, June 29, 2018 1:03 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)

Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Ron Pilatowski
7945 Stanburn Rd
Dublin, OH 43016

From: Rudy Koenig <koenigrudy@gmail.com>
Sent: Wednesday, August 08, 2018 5:15 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Rudy Koenig

From: Ryan Bernier <rbernier@gmail.com>
Sent: Thursday, June 28, 2018 12:58 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and

reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Ryan Bernier
655 W Irving Park Rd Apt 2216
Chicago, IL 60613

From: Ryan Bernier <rbernier@gmail.com>
Sent: Tuesday, June 19, 2018 10:44 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Ryan Bernier
655 W Irving Park Rd #2216
Chicago, IL 60613

From: Ryan Burgess <rlburgess23@gmail.com>

Sent: Thursday, June 28, 2018 3:48 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)

Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Ryan Burgess
687 Euclid Ave
Glen Ellyn, IL 60137

From: Ryan Manzuk <rmanzuk@princeton.edu>
Sent: Tuesday, July 03, 2018 3:46 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Ryan Manzuk
1907 W Winona St Unit 1
Chicago, IL 60640

From: Samuel Durkin <samussr337@hotmail.com>
Sent: Friday, May 25, 2018 11:38 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and

reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Samuel Durkin
5048 Lakeview Cir
Fairfield, CA 94534

From: Scott Teresi <scott75@teresi.us>
Sent: Wednesday, August 08, 2018 8:46 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Scott Teresi

From: Sean Delay <seandelay@outlook.com>
Sent: Thursday, June 28, 2018 3:33 PM
To: ON TO 2050 Outreach

Subject:Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sean Delay
541 W Oakdale Ave Apt 314
Chicago, IL 60657

From: Shawn Mangan <shawnmangan@gmail.com>
Sent: Thursday, June 28, 2018 6:06 PM
To: ON TO 2050 Outreach
Subject:Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Shawn Mangan
1613 W Greenleaf Ave Unit A
Chicago, IL 60626

From: Sheldon Schafer <sschafer7@gmail.com>
Sent: Wednesday, August 08, 2018 5:19 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Sheldon Schafer

From: Sherry Ross <rosss@wabash.edu>
Sent: Monday, July 02, 2018 8:39 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sherry Ross
916 Wayne Ct
Crawfordsville, IN 47933

From: Shirley Adams <shirley@comeoutdancing.com>
Sent: Friday, May 25, 2018 11:40 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Shirley Adams
125 Kedzie St Apt 2
Evanston, IL 60202

From: Stephen Weissman <sweissman4@gmail.com>
Sent: Wednesday, August 08, 2018 6:08 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Stephen Weissman

From: steve loga <sloa666@aol.com>
Sent: Friday, May 25, 2018 9:37 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

steve loga
124 Red St
Carol Stream, IL 60132

From: Steven CAVALIERE <freelancetower@hotmail.com>
Sent: Wednesday, August 08, 2018 10:54 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise

CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Bet you have seen the boilerplate a few times. I use Metra to get from home to friends relatives and city for recreation and business. Primarily family travel.

We do have need to go to Ohare and back from time to time. Located near the top of the Harvard line. I do use the Pace system often going primarily thru Elgin during the week but have found the times of layover up to an hour.

Weather plays a part on being able to sit and chill for 45 to 50 minutes problematic. Diabetic with the onset of foot circulation issues now. Dad passed away from that earlier in the year.

Bypassing the city saves time.

Sincerely,
Steven CAVALIERE

From: Steven Montgomery <senmontgomery@gmail.com>
Sent: Thursday, August 09, 2018 6:36 AM
To: ON TO 2050 Outreach

Subject:Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Steven Montgomery

From: Steven Pace <steven.pace8817@att.net>
Sent: Wednesday, August 08, 2018 6:24 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Steven Pace

From: Steven Pace <steven.pace8817@att.net>
Sent: Wednesday, August 08, 2018 6:24 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Steven Pace

From: Steven Vagnozzi <svagnozzi@comcast.net>
Sent: Thursday, June 28, 2018 4:06 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Steven Vagnozzi
2144 Woodfield Rd
Okemos, MI 48864

From: Steven Vagnozzi <svagnozzi@comcast.net>
Sent: Saturday, May 26, 2018 2:21 PM

To: ON TO 2050 Outreach
Subject:Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Steven Vagnozzi

2144 Woodfield Rd
Okemos, MI 48864

From: Tammi Franke <tammi_franke@hotmail.com>
Sent: Wednesday, July 11, 2018 3:58 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Tammi Franke
1759 N Humboldt Blvd 1st Floor
Chicago, IL 60647

From: Terrence Jackson <terry.a.jackson@gmail.com>
Sent: Sunday, July 01, 2018 8:56 PM
To: ON TO 2050 Outreach
Subject:Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Terrence Jackson
3004 Knollwood Ln
Glenview, IL 60025

From: Terrence Jackson <terry.a.jackson@gmail.com>
Sent: Saturday, May 26, 2018 2:50 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Terrence Jackson
3004 Knollwood Ln
Glenview, IL 60025

From: Terry Gordon <gordo356@msn.com>
Sent: Thursday, June 28, 2018 2:11 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Terry Gordon
4103 24th Ave
Rock Island, IL 61201

From: The Buckelys <chrisb@fastechs.com>
Sent: Thursday, August 09, 2018 6:20 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

We need faster local train transportation! Europe and Asia are light years ahead and with today's security concerns airplane travel doesn't always mKe sense. CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
The Buckelys

From: Thomas Boswell <thomcms@juno.com>
Sent: Wednesday, August 08, 2018 5:21 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Thomas Boswell

From: Thomas Mackin <reidmackin@hotmail.com>
Sent: Thursday, August 09, 2018 9:29 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Thomas Mackin

From: Thomas Pietryla <tpietryla@gmail.com>
Sent: Thursday, August 09, 2018 10:32 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Thomas Pietryla

From: Thomas Pool <tom@tompool.com>
Sent: Thursday, June 28, 2018 2:38 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Thomas Pool
2757 Girard Ave
Evanston, IL 60201

From: Thomas Rygh <trygh@tds.net>
Sent: Wednesday, August 08, 2018 5:15 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Thomas Rygh

From: Thomas Schmidt <tschmidt@illinois.edu>
Sent: Thursday, August 09, 2018 10:35 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast

and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Thomas Schmidt

From: Thomas Schmidt <tschmidt@illinois.edu>
Sent: Thursday, June 28, 2018 1:57 PM
To: ON TO 2050 Outreach

Subject:Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Thomas Schmidt
401 S Coler Ave
Urbana, IL 61801

From: Thomas Stegink <tom.stegink@gmail.com>
Sent: Friday, June 29, 2018 5:58 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Thomas Stegink
3068 Springbrook Dr
Kalamazoo, MI 49004

From: Thomas Stegink <tom.stegink@gmail.com>
Sent: Wednesday, May 30, 2018 5:50 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Thomas Stegink
3068 Springbrook Dr
Kalamazoo, MI 49004

From: THOMAS WITT <wittto@comcast.net>
Sent: Friday, June 29, 2018 2:25 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

THOMAS WITT
2312 Hartrey Ave
Evanston, IL 60201

From: Timothy Cheek <timcheek@hotmail.com>
Sent: Friday, May 25, 2018 3:05 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Timothy Cheek
1541 Broadway St
Ann Arbor, MI 48105

From: Tod Bassler <tkbassler@icloud.com>
Sent: Tuesday, June 26, 2018 8:25 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)

Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Tod Bassler
4543 Tarragon Drive
Indianapolis, IN 46237

From: Tunisia Tucker <tjgooden1982@gmail.com>
Sent: Friday, May 25, 2018 12:39 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Tunisia Tucker
5817 19th Avenue 1R
Kenosha, WI 53140

From: Victor Miller <vicsmiller@sbcglobal.net>
Sent: Saturday, July 21, 2018 12:41 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

A requirement to being a true global city is an integrated regional train network. CrossRail Chicago is an absolute necessity to make this happen. We need the 16th street connector to make this happen. Please do the right thing here!

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,

Victor Miller

From: Virginia France <vgfrance@gmail.com>
Sent: Monday, July 02, 2018 9:58 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Virginia France
3406 S. Persimmon Cir
Urbana, IL 61802

From: W. Terry Stuart <cr6508@comcast.net>
Sent: Sunday, June 17, 2018 9:51 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

Chicago Opts to Risk Citizens' Lives on an Unproven, Untested, and quite possibly Unsafe Technology

In the Opinion of Your Innkeeper...

I love Chicago. Years ago during my teaching career, I spent the equivalent of months there during summer vacations when my parents lived in 'that toddling town.' Armed with a railfanning handbook created by a man whose name I never did figure out how to pronounce, I visited rail yards, passenger stations, interlocking plants, and numerous other trackside attractions making two daily forays to catch morning and afternoon commuter traffic along with all the other incalculable offerings of the 'Railroad Capital of the World.'

Yet while Chicago still qualifies as a 'railfan's paradise,' to a professional railroader, Chicago remains more or less of a 'bottleneck.'

For an airline traveler, it's worse! The mere mention of 'O'Hare' sets even seasoned flyers into a nervous state. Making connections is bad enough. Getting there can be Hell.

Unless you are simply changing planes--flying in and flying out, access to and from O'Hare is a veritable nightmare.

It looked easy-enough from my parents' condo on the fifty-fifth floor of a skyscraper apartment building hugging the shore of Lake Michigan. The building was right beneath O'Hare's flight path. It looked simple from that distance. And the light patterns were dramatic--even exciting at times.

But ON THE GROUND, accessing O'Hare is NO FUN. Traffic. Congestion. And no serious consideration to REGIONAL PASSENGER RAIL ACCESS.

That is, until CrossRail Chicago, a proposal of the Midwest High Speed Rail Association. You can read about it by clicking on the LINKS below.

Midwest's plan simply makes sense. It relies on proven, workable, demonstrated technology. PASSENGER RAIL, used by almost every developed nation on Planet Earth, yet ignored and often overlooked in America.

Now Chicago is heading toward a potential catastrophe which could make other government decision-making look inconsequential by comparison. Chicago has tentatively opted to literally SHOOT LIVE HUMAN PASSENGERS THROUGH AN UNDERGROUND TUBE AT A TERRIFYING SPEED in a 'system' that has not even been tested! We're not talking about professional astronauts trying out a new space rocket. We're talking about doing this to your wife [yes, even if she's pregnant], your husband, your father. Your children! Maybe even your precious pet dog.

Underground as much as one hundred feet. No 'escape' tunnel. No apparent consideration so far to emergency access. Reliance on an unproven 'elevator' system to get passengers in and out of the contraption. And no indication of any consideration of the fact that this contrivance will be dug UNDER existing Chicago skyscrapers and next to Lake Michigan. Why is that important? Read pages 42-47 of the July 2018 edition of Trains Magazine.

[more to follow]

W. Terry Stuart
62 Beaver Street
Fallston, PA 15066

From: Wallace Phelps <wallace_phelps@comcast.net>
Sent: Monday, July 02, 2018 2:36 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Wallace Phelps
3323 S Union Ave
Chicago, IL 60616

From: Wallace Phelps <wallace_phelps@comcast.net>
Sent: Friday, June 15, 2018 8:44 AM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Wallace Phelps
3323 S Union Ave
Chicago, IL 60616

From: WALTER OROURKE <WJOROURKEHIMSELF1@VERIZON.NET>
Sent: Wednesday, August 08, 2018 9:56 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many

geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
WALTER OROURKE

From: WALTER OROURKE <WJOROURKEHIMSELF1@VERIZON.NET>
Sent: Thursday, June 28, 2018 8:03 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

WALTER OROURKE
275 Edgewood Dr
BARTOW, FL 33830

From: WALTER OROURKE <WJOROURKEHIMSELF1@VERIZON.NET>
Sent: Thursday, June 14, 2018 10:33 PM
To: ON TO 2050 Outreach
Subject:Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling

communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

WALTER OROURKE
275 Edgewood Dr
BARTOW, FL 33830

From: Walter Rittle <werittle@gmail.com>
Sent: Thursday, June 28, 2018 4:11 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Walter Rittle
1008 Landing Rd
Naperville, IL 60540

From: Wendy Carney <wendy.a.carney@gmail.com>
Sent: Wednesday, August 08, 2018 5:22 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
Wendy Carney

From: Wendy Carney <wendy.a.carney@gmail.com>
Sent: Friday, May 25, 2018 2:35 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Wendy Carney
1360 N. Lake Shore Dr. #1115
Chicago, IL 60610

From: William Boyd <williamjboyd@gmail.com>
Sent: Thursday, August 09, 2018 10:05 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
William Boyd

From: William Boyd <williamjboyd@gmail.com>
Sent: Thursday, June 28, 2018 2:35 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

William Boyd
425 Davis St Unit 801
Evanston, IL 60201

From: william corum <wcorum@twc.com>
Sent: Friday, August 10, 2018 6:54 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)

Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
william corum

From: William Fehrman <bill.fehrman@gmail.com>
Sent: Thursday, August 09, 2018 8:55 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
William Fehrman

From: William Fons <fons907@comcast.net>
Sent: Thursday, August 09, 2018 1:14 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Dear Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and

reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Sincerely,
William Fons

From: William Fons <fons907@comcast.net>
Sent: Thursday, June 28, 2018 1:40 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.
I am handicapped and an amputee. I need better connections.

This plan will help traffic congestion,
also.
Asking for your help,
William Fons
William Fons
907 Wexford Ct
Libertyville, IL 60048

From: William Leise <trainleise26@hotmail.com>
Sent: Monday, July 02, 2018 10:13 AM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

William Leise
10316 Laramie Ave
Oak Lawn, IL 60453

From: William Porter <wcporter814@gmail.com>
Sent: Friday, May 25, 2018 10:40 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

William Porter
814 Rolling Pass
Glenview, IL 60025

From: Yoav Kashiv <yoav66@hotmail.com>
Sent: Thursday, June 28, 2018 3:53 PM
To: ON TO 2050 Outreach
Subject: Please make all of CrossRail Chicago a priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

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.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make all ofCrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Yoav Kashiv
862 N. Hermitage Ave.
Chicago, IL 60622

From: Zachary Finer <zfiner@gmail.com>
Sent: Thursday, May 31, 2018 3:01 PM
To: ON TO 2050 Outreach
Subject: Please make CrossRail Chicago a regional priority in ON TO 2050

Chicago Metropolitan Agency for Planning,

Not only am I a fan of trains, but my son is obsessed with them. Beyond that, I'd really just like to see some first-world train solutions without necessarily immediately spending all of the necessary money on net new infrastructure.

CrossRail Chicago is a vision to bring fast, frequent and reliable trains to the Chicago region by upgrading existing tracks. It would offer the biggest return on investment of any transportation project in Chicago or the Midwest, and it should be included as a priority in ON TO 2050.

CrossRail would serve a variety of types of trains for all types of travelers, from reliable, frequent commuter service around the region to fast trains from around the Midwest. It would connect struggling communities in the Southland to jobs and high-opportunity areas around the region. It would create fast and reliable connections between destinations that are a high priority for the business community, including Union Station, O'Hare, and McCormick Place.

CrossRail Chicago links two key railroad lines--that are already largely under public ownership--to create a continuous passenger route through Chicago and Cook County. The various projects that comprise CrossRail would upgrade existing infrastructure to increase capacity, add flexibility, improve safety, and reduce operating costs and environmental impact. The benefits of these upgrades would extend throughout the CMAP region, and even the entire Midwest.

CrossRail Chicago embodies the three principles of ON TO 2050 to create a dedicated passenger rail corridor that unifies the region: 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.

The transportation and railroad planning models that we have relied on for the last 50 years are failing to respond to our region's changing travel demands. CrossRail Chicago fixes this by uniting many geographic and demographic constituencies around one plan to leverage existing infrastructure to improve mobility around the region.

These entities support adding CrossRail Chicago to our regional priority plan:

Cook County Board of Commissioners (Resolution 14-5202, Sept. 10, 2014)
Illinois House of Representatives (HR 1044, May 12, 2014)
Illinois Senate (SR 639, May 19, 2014)
South Suburban Mayors and Managers Association (Resolution 04-14, April 1, 2014)
Southwest Conference of Mayors (Resolution 2014-06, Oct. 29, 2014)

Please make CrossRail Chicago a regional priority in ON TO 2050. Thank you.

Learn more about CrossRail Chicago at CrossRailChicago.org

Zachary Finer
935 W Winona St # 1
Chicago, IL 60640

Metra BNSF line extension

A

Tarek Abdelmaguid

Uptake

gaussianera@gmail.com

Greetings, I’m a daily Metra commuter to Union Station, and a Metra station in Oswego significantly cuts down my commute time, allowing me to spend less time on the road, and more time with family. It also improves my timeliness at work. Please give this a serious consideration. Thanks!

Adaya Family

I take the train from downtown Aurora everyday and on the weekends with my family to go to downtown. It would be nice to have a metra station go to Oswego.

Ramesh akula

Bofa

Rakula2006@gmail.com

Aaron Alcantar

Verse914@hotmail.com

2606157444

I'd like to see a Metra station in Oswego for a more eco-friendly commute, as well an opportunity to visit the city more and explore.

Roberto Alejandre

Robalejandre@gmail.com

Please bring a Metra stop to Oswego!

This would open more job opportunities in Chicago and would also bring more businesses to our downtown area!

Ryta Alejandre

Oswego Resident

rfalejandre@gmail.com

I would like to see a Metra Station in Oswego so we can visit Chicago more often without having to drive. This also broadens work possibility

Debra Allen

debraallen0260@gmail.com

Since I'm a resident in Oswego, I would love to have a Metra Station because it would provide me getting a seat for my commute to work downtown w/o the hassle of driving. Frequent visits to hangout w/family & friends im the City.. As well as taking a leisure ride on the weekend to Navy Pier and other venues w/o paying the expensive parking.

FELICIA ALLEN

FELICIAALLEN@HOTMAIL.COM

I'd like to see a Metra station in Oswego because it means more opportunities to visit downtown Chicago for entertainment and meals with friends and family.

John Allen

Allenjg23@att.net

Bring Metra because parking in Aurora is horrible and everyone from Kendall county will benefit.

Ricardo almazan

Rickrickrick01@gmail.com

Not having to deal with the 290 traffic would be great.

Max

Aloghmani1@gmail.com

d like to see a Metra station in Oswego because itâ€™s a better way to travel to Chicago & all great stops in between! And it’s about time that cities like oswego, yorkville, sugar grove etc...had a metra stop closer than aurora/Naperville border..we are growing and growing we are not little farm towns anymore ...Metra would be a wonderful addition to Oswego!!

ms carol anaski-figurski rn bsn nurse scientist & rev

Independent RN Consultant & Independent Christian clergy

anaski124@comcast.net

13317254821

yes

Jennifer Anderson

Jenn.anderson.722@gmail.com

I want to see metra in Oswego because I ride the train every day.

Molly Anderson

Mlanderson22@gmail.com

I'd like to see a Metra station in Oswego because it's a great community and wonderful place to raise a family. An Oswego Metra station would allow for the diverse, dynamic and talented folks in this area to commute to and enjoy all Chicago and the other western suburbs have to offer more easily.

Tara Anderson

Rush Copley medical center

taraandersonmd@yahoo.com

It would be great to get to rush university or downtown without putting up with the Traffic on the Eisenhower.. public transportation is available in most cities, why don't we have it

Lani Aragon

Laniaragon@gmail.com

I would like to see Metra come to Oswego as I use the train to commute downtown and would be so beneficial to our community

Clayton Arnold

Carnold781@gmail.com

B

Roger Baaske

rog0220@sbcglobal.net

Nicole

Nicolebaginski07@hotmail.com

I'd like to see a Metra station in Oswego because It Would be an easier commute

Bhavik

Undisclosed

bhavik.bakshi@gmail.com

My office is in downtown. I live in Oswego. I need to park my car at Aurora and take Metra. Bringing Metra to Oswego will bring a great relief.

Susan Balcer

Hawkmoon423@msn.com

Simple to allow for easy access to downtown for work or fun events

Lisa Ballard

Minickmath@gmail.com

I'd like to see a Metra station in Oswego because it would allow me quicker access to the city with my family, and help give us more quality time together! It would also help relieve some of the congestion on 290!

Jason Baloun

Jwbaloun@sbcglobal.net

I would like to see a Metra station in Oswego to finally have a better way to connect to Chicago and surrounding suburbs. It will help make Oswego strong.

Anne Barrett

iamabarrett14@comcast.net

Time to get Metra out to Oswego - it will be great both ways! Better to get to Chicago and bring some business to downtown

Maren Batt

mrbatt13@gmail.com

I'd like to see a Metra station in Oswego so I can use mass transit rather than driving.

John Benton

shrekjohnny@gmail.com

Kristi Benton

fionakristi@gmail.com

Susan Bliss

susandiezelbliss@gmail.com

I'd like a Metra Station in Oswego for the ease of transportation to points along the way & the city of Chicago. If people can get to work easily & other entertainment Oswego will be an even more attractive place for singles & families. The school district and all its problems is not the main draw any more.

Roberta Bodine

Robonu79@comcast.net

Kathleen Bokuniewicz

kbokuniewicz@nge.com

Are you kidding I have been waiting 23 years for a metra station in Oswego, and I will be retiring in a few years so I'm sure it will probably happen at that time.....

Robin

rborgione@gmail.com

I'd like to see a Metra station in Oswego because there has been steady & rapid growth & development of this area that merits the additional public transportation option. Whether for work, school or play - this would be an invaluable asset for the Oswego & surrounding communities.

Stephen Braden

Stephen.braden@gmail.com

A Metra station is vital to the area and will serve many communities. Less time on 88/290 and vehicle emissions that daily congestion represents is a target for the Yorkville greater community as to improve the environment and time management efficiency.

Ben Breslau

fsufan30@bellsouth.net

I would like to see a Metra Station in Oswego because my commute into the city takes too long and the closest metra station is 25 minutes away.

Philip Bruner

phil.bruner@yahoo.com

Jennifer Buckland

jennifer_buckland@comcast.net

I'd like to see a Metra station in Oswego because I would only need to park minutes from home to jump on a train so that I can visit the city of Chicago more often.

Erika Budzynski

elfeiner@hotmail.com

A metra station in Oswego would be fantastic!! My son loves trains and as both my children get older I would to take train rides to the city to explore everything Chicago has to offer. Thanks for your consideration!!

chris burgess

Ms.

burgesschris412@comcast.net

having metra would be a great addition for the people of oswego ,il and the surrounding towns

Allison Burnette

Allisonburnette7@gmail.com

William Burnette

billyburnette@hotmail.com

I would like to see a Metra station to Oswego, IL to help give people a greener option for their commute and provide a boost to the economy surrounding the station.

Mary Bynum

Maryk.bynum@gmail.com

I'd like to see a Metra station in Oswego because we'd like to get to the city without driving and using public transport.

C

Josh Caine

chevroletpowered@yahoo.com

Would be great to have an Eco friendly cost effective solution to get to Chicago from out here. Will raise property values significantly and help growth as many people who consider Oswego too far from Chicago will reconsider with the Metra as a communing option.

Julie Caine

KeHE Distributors

juliecaine@gmail.com

Julie Caine

juliecaine@gmail.com

I'd like to see Metra come to Oswego because, the drive to Chicago is long and difficult with traffic. Cost is reduced on gasoline and so is cost on the environment.

Janice Calsyn

jmjpfua@sbcglobal.net

I would like to see a Metra station in Oswego. It would prompt me to join a museum and visit downtown Chicago more often. Right now it seems such a hassle, so it is much lower on my list.

Lisa Cardenas

Cardenas432@sbcglobal.net

I'd like to see a Metra station in Oswego because it would mean more efficient transportation for our commutes.

Kara Carlson

karakitzman@gmail.com

I'd like to see a Metra station in Oswego because my family needs better access to events/activities in Chicago!

Heather Chamberlain

Heather.r.chamberlain@gmail.com

As a commuter to Chicago for work this would be invaluable to me and keep my family in this area.

Byron Childs

byron.childs@att.net

I’d like to see a Metra station in Oswego because it will make it convenient to visit Chicago and places on the way there. Commuter access to the airports may also be available in the future .

Maureen Childs

chattymo@att.net

I would like to see a train station in Oswego because it would be a lot easier and cheaper to go downtown.

T. J. Clark

Resident of Oswego, Illinois

Tj@teedge.me

Please extend Metra to Oswego!

Trina Cohorst

Trinacohorst@gmail.com

I'd like to see a metro station in Oswego because less time commuting means I get to see my young children before they go to bed.

Ambar Colon

ambercocolon@gmail.com

I’d like to see a Metra station in Oswego because I’d like my commute from the city to visit my parents to become more convinient!

Amanda Grace Colon

SimplyFLY

amandagracecolon@gmail.com

I'd like to see a Metra station in Oswego because I just recently graduated from high school and I'm going to college for aerospace technology, but I don't have my driver's license or the funds to buy a car to get to school. Meaning that my parents would have to take me to school. I would love the option of having public transport to get to my classes.

Tara Conard

Tmilner2086@yahoo.com

Leslie

Lconidi@comcast.net

We need Metra in Oswego!! Too far to drive to Naperville and not enough parking in AURORA . We have the facility & the parking already here.

Tony Cooper

1955

I would like to see a Metra station come to Oswego

Chuck Corrao

v2nd8@comcast.net

I would like to see a Metra station in Oswego. It would be close to our home (basically walking distance) and should bring some new business to the west side of the village.

Mark A. Couch

cards20@sbcglobal.net

John Coulman

Bbandt bank

Jcoulman@bbandt.com

This would be great. I travel for work to Chicago allot for work.

LAWRENCE COX

LARRYANDKRISZ28@GMAIL.COM

We need metra for less trouble to get to the city

Luther Cunningham

luthercunningham4@gmail.com

I live in Yorkville and work in downtown Chicago. I take the Metra BNSF from Aurora to Union Station everyday. A Metra station in Yorkville would eliminate 18-20 miles of driving everyday from my commute and almost 100 miles a week! Currently I spend about 3 hours and 50 minutes a day commuting. Having the BNSF extended out to Yorkville would allow me extra time to be at home with my family.

D

Justin Dalby

justindalby@hotmail.com

This stain would make life easier for the surrounding community due to less commuting time and more family time. Please fund this project!

Sean Daleiden

resident

daleiden@gmail.com

Oswego needs a medtra station. It has been promised for years and its about time we get a station. It will be great for the line and help boost commuting and help with traffic

Keith Daly

Home Owner

Kgd1270@yahoo.com

Would like to see a train station for growth and to be able to have job oppurtunities.

Barbara Darden

Mrssld2@aol.com

I'd like to see the Metra because it would make it easier for my son to commute to college in the city.

Melisa

Mdarga@hotmail.com

I would like to see the metra come to Oswego so it opens up job opportunities toward the city.

Drake Darlak

darlakian@aol.com

A METRA station in Oswego would help the parking and traffic issues at the Aurora station and would entice those that drive downtown to the train.

Stacy Davies

Stacyd911@yahoo.com

I'd like Metra to come to Oswego because I live in Naperville and would ride often to see friends and they could come visit me easier. I utilize Metra to visit many other towns on the line and would definitely welcome the addition of an Oswego stop.

Vianca Davis

viank88@yahoo.com

Thomas Dawson

tcjdawson@yahoo.com

This will make travel for both business into Chicago easier along with making a trip into the city with family much easier.

Clare

clarepdeaton@gmail.com

I'd like to see a Metra station in Oswego because it would be more convenient to visit Chicago.

Marcia DeCarlo

Djmarciad@yahoo.com

I'd like to see a metra station in Yorkville because it would cut down on time spent in terrific commuting and more time with my family here at home.

Maureen Dehler

Mmfjpd@aol.com

I'd like to see a Metra station in Oswego because it would mean many more and more convenient visits to family in Chicago.

Brad Delphey

braddelphey@comcast.net

I'd like to see a Metra station in Oswego to expand opportunities for area citizens and businesses.

Svetlana Deryuga

svetlana.deryuga@gmail.com

I'd like to see a Metra station in Oswego because both my husband and I work in downtown Chicago and we will be able to spend less time commuting and more time with our family.

Devesh

ddeshpan@gmail.com

Honestly - I'm not so sure I do want this.

Potential positives:

- some added revenue for the city/county (but would this mean less tax burden on us, the residents???)

- added foot traffic for local businesses in the area or those that might open as a result (this is related to the above, but again will this translate to what are already some of the highest taxes in the entire nation let alone area or state for the residents??)

- This is more neutral, but we are NOT very far from Aurora or Rt. 59 on the BNSF as it stands. Are the incremental positives that much better than the base case of not building the Oswego station?

Potential negatives:

- Do we have the infrastructure to support this? Parking, street traffic (there are lots of one lane roads as it is in Oswego), foot traffic, security etc.

- Will we the residents have to pay more in fees and/or taxes or some other such revenue push to help fund the station and/or the infrastructure necessary?

- How long will construction take, inclusive of necessary infrastructure? How much of an inconvenience will it be to the community (and again for how long)?

- Public transport can bring unwanted transients at times. Are we prepared for this? Have we thought about it? Added security, etc? If so, how will we fund these plans?

Without further and more detailed analysis shared on the above and anything else I might not have thought of, I strongly lean towards NOT building this for Oswego. I'm open to being convinced, but like I said I'd like to see/hear stats about the above points.

Are there any other public forums or information available that I should look out for to help address my questions/concerns?

Thank you so much for taking our feedback on this.

Sujata Deshpande

sddeshpan@gmail.com

I do not support a Metra station in Oswego because there is not shared literature showing how understructure will be funded without increasing burdens on resident taxes. Additionally there is no information regarding security against increased transient populations that can sometimes accompany transportation hubs. Would the BNSF even have a lot of trains stopping in Oswego given Aurora has a huge hub? How will the BNSF line adapt to accommodate increased ridership given many trains are standing room only? This seems like an ideal thought but a poorly researched idea that may negatively impact the area. Focus first on a revitalized downtown people actually want to come to then maybe a train station would make sense. Most residences are within a reasonable drive to RT59 or Aurora, which would be a shorter commute to the city than Oswego anyhow. Might it make more sense to put the train station in Yorkville or Sugar Grove?

Nathan Detwiler

Ndetwiler711@gmail.com

I need a metra station in Oswego to create more opportunities for work for residents of Oswego! Working in property management, having access to Metra would change my entire work day!

Ben Dickerson

Bjk342@yahoo.com

A Metra station in Oswego would be a godsend, there are many people here that work in the city

Sarena Dickinson

dickinson777@att.net

Marcus Disandro

Extending metra to Kendall county is a necessity. Add the county to the board. It is much more populated than exurban Kane County and would serve more people.

Marcus Disandro

mjdisandro@gmail.com

With the growth of Kendall county it is important to extend metra service and include the county in CMAP. This will encourage people to stay in Illinois and grow the region.

Daniel Di Santo

Village of Oswego

ddisanto@oswegoil.org

I strongly support making the BNSF extension of Metra service into Oswego and Kendall County a high priority in the OnTo2050 Plan. The population boom in Kendall county continues to this day, and studies have shown that Metra service to Oswego has been warranted since at least 2001 based on demand. Extending the BNSF to Oswego and Kendall County would provide an economic boost to region and provide a more environmentally sustainable transportation option to the 11.4% of Oswego's workforce (1,738 commuters) that currently commute to Chicago. Engineering studies have been authorized to design this extension and Oswego has bought the land on both sides of the tracks for parking and a future station site. We are ready for this transformational project.

Tomas Dobrovolskis

Tomaslt2@gmail.com

Please bring a Metra stop to Oswego. We would use it for business and pleasure.

Donna doud

ddglassart@sbcglobal.net

There's never enough parking at the Aurora train station. It adds another 20-25 minutes to our commute into the city. It would bring more tourism to Kendall county from other communities.

Christopher Dove

christopherjdove@icloud.com

Please make this happen soon!

Donnell Downey

US Army

donnell.b.young26@me.com

A Metra station in Oswego would greatly benefit local residents in avoiding transportation costs to and from Chicago, reduce greenhouse gas emissions, and reduce the vehicular traffic on I-88 and I-290, which would reduce accidents and fatalities.

Charlotte Duckhorn

cduckhorn@hotmail.com

I think Oswego needs a Metra station. The area is growing and Aurora can no longer support the volume

Nick Duffy

Dnuff2@gmail.com

I would like to see the metro come to Oswego to help cut down in the commute and improve ease of access to the city.

E

Amy Eissens

amyeissens@yahoo.com

Brian Elliott

none

bri_n1980@yahoo.com

Oswego needs Metra! I have been commuting into the city for years. I am forced to drive either 25 minutes to Aurora station or 25 minutes to the Rte 59 station. This is a lot of added time to my daily commute. Oswego and surrounding towns are growing quickly and more people are commuting into the city for work. Please help us reduce our daily commutes in order to spend more time with our families.

Jessica

Jessicaelliott328@yahoo.com

This would mean our family would stay in Oswego and not move closer in towards the city. When we moved to OSWEGO my husband's company's office was located in Naperville. It took him 30 minutes to get to work. His company relocated the office to Chicago and it now takes him 2 hours to get from our house to his office down town. We would very much support Metra in oswego!

Bill Erickson

ericksons4a@gmail.com

I would love to have Metra service here in Oswego. This would be a great help to my wife to get to work in Chicago. We would also utilize it to visit Chicago more often as we love to explore the city and all of the fun things it offers.

Lynne Erickson

lynne400@yahoo.com

It would be great to bring Metra to Oswego! It makes it much more convenient to travel to Chicago, easier for our elderly to get to places and eases the parking lot cram in Aurora. We need these services out here that can accommodate our thriving and growing area. As residents we feel safer having our young adults using the Oswego area for getting on and off the Metra for convenience and safety. I highly recommend and back the efforts to bring this vital transportation to Oswego.

Margaret Ewing

resident

km_ewing@comcast.net

I'd like to see a Metra Station in Oswego, to help with my work commute into the city.

F

Brik Far

brikfar@yahoo.com

Badly needed

Elizabeth Fegan

Beth@hbsslaw.com

I'd like to see a Metra station in Oswego because I live in Oswego and work full time as the Managing Partner of my law firm’s Chicago office.

Tim Fell

Oswego Resident

tafell@gmail.com

Oswego and Kendall County should not waste any money on a train station. The commute would be far too long. The station would not service most of Oswego any easier than the current Aurora or Route 59 train stations. Here is a link that visually shows 15 minutes of driving time from each station. Only some parts of Yorkville would be better served. https://goo.gl/o2Rwy8

Amie Feltes

afeltes04@gmail.com

Having a station in Oswego would be great! I wouldn't have to spend a huge amount of time going to Rt 59. Traffic is horrible no matter what way u take

Ethan Ferguson

Caterpillar, inc

I would like to see anetro station come to Oswego for commuting to my new office location and easier access to weekend activities in Chicago

Nadya Figueras

Nadya_316@yahoo.com

I'd like to see a Metra station in Oswego becuase I love the city of Chicago, this will make it so easy to commute to the city.

Crystal Figueroa

crystalfigueroa3@yahoo.com

Bring Metra to Oswego it's right down the street from my house instead of driving to Aurora and struggling to find parking everyday! Would rather pay to park in a Oswego and Oswego benefit from my $2 a day parking fee!

Charlene Coulombe Fiore

Montgomery EDC

Charfiore@gmail.com

The area needs to be served by public transportation. Underserved for staff, business, employees,

Jacqueline Fisher

Intercove inc.

Jfisher@intercove.con

I'd like to see a Metra station in Oswego because it will bring much more gains to local businesses and help our community grow.

Larry fisher

Lawrence_E_Fisher@yahoo.com

I’d like to see a Metra station in Oswego to help ease with commutes to Chicago

Karen Foley

Momfoleyx3@gmail.com

I'd like to see a Metra station in Oswego because as a county that has had tremendous growth we need access to downtown. Our roads are crowded and work routes take 1 and half hours. We spend more time in our vehicles then with our families. Please bring Metra to Oswego!

Rachel Ford

Rachel_ford@sbcglobal.net

I'd like to see a Metra station in Oswego because I commute downtown and would take the train if it was more convenient to my house

Joe Forst

Jvforst@gmail.com

Kendall County desperately needs an extension of Metra train service. We are the only county in the metropolitan area without service. Thank you.

Joe Foster

Joe.foster32@yahoo.com

I would like to bring Metra to Oswego because is would make my commute to work easy and more environmentally sustainable

Allison Fuller

allison.fuller@gmail.com

Richard Funk

Resident of Oswego

rfunk7@sbcglobal.net

Will there be an added tax consequence to residents of Oswego for the planned addition of a Metra BNSF train station?

Ivonne Furneaux

Please make a Metra station in Oswego a priority. It would create many more career opportunities for residents, as well as make it easier to travel into Chicago on weekends for entertainment.

G

Christin galloway

Christingalloway@gmail.com

I would love to have Metra rail in Oswego because it would be great to jump on the train close to home for all the events in Chicago. Half the time we don't go is because just the commute to the train.

Susanna Ghaemi

Susanna.ghaemi@gmail.com

I'd like to see a Metra station in Oswego because it will mean a shorter, more eco friendly commute that allows me to spend more time with my family. Ultimately, a Metra station will make Oswego a more desirable community by combining it's charming characteristics with easier access to business and attractions downtown.

James Gibson

gibsonpsu91@hotmail.com

Anyone comments that they can use this service will be of retirement age by the time this would be built and available. You need to be asking grade school kids if they would like it.

Karen Gilkerson

Jkgilks@att.net

Great we have been waiting for 12 years to have closer access to a Metra station.

I hope you can bring it to Oswego

Sandra Glider

I would like to see a metro station in Oswego to facilitate travel to Chicago.

Keisler Glover

ssgktaylor@gmail.com

I think a Metra extension is imperative since a great portion of the city population works in and near Chicago. There is nothing worse than sitting in traffic early in the morning hoping to get to work or appointments on time.

Raul Gomez

RAULGOMEZP@COMCAST.NET

With Metra in Oswego I will be going to Chicago must often to visit friends, see shows, enjoy the lakefront on the weekends and many more benefits that Oswego and the neighboring suburbs will enjoy. .

Donna

HAS

dgorman84@yahoo.com

Please, it would help develop our community

Trisha Goodnough

trishtrish78@gmail.com

I'd like to see a Metra station in Oswego because it was a huge deciding factor when we purchased. Now that our employer has moved to Chicago, as so many have, we'd appreciate the convenience of a local station.

Josh Goodwin

home owner

jhgoodwin24@comcast.net

I'd like to see a Metra station in Oswego because it would provide a better form of transportation the city and would provide growth opportunities along increase values of homes.

JoEllen Gregie

Oswego Resident

jpgregie@sbcglobal.net

I would like to see a Metra station in Oswego so that Chicago and cities in between are more accessible via public transportation. This would help to increase time spent with family and reduce time spent in a car.

Glen Grimm

glen.grimm@att.net

I'd like to see a Metra station in Oswego because it would help with area's plan to bring another big employer in to replace Caterpillar and aid in expanding bus service/RTA in Kendall and Kane counties!

H

Holli Hallick

Holli.hallick@ca.com

I'd like to see a Metra station in Oswego because It would provide so many different options for commuters

Anthony J Hansen

ajhansen111@gmail.com

I'd like to see a Metra station in Yorkville because we are a prime location for future growth for the metro area... only inhibited by the commute time to the Loop. Yorkville has the space for an end-of-line stop which will serve a number of communities which now have to drive to Aurora: Montgomery, North Aurora, Oswego, Sandwich, Plano, Plainfield, Sugar Grove, etc.

Sharin Harris

Resident

sharris2191@gmail.com

Bringing a Metra station to Oswego would make my husbands commute downtown. It would draw many residents and businesses to the area. Also more people would head into the city for events and shows.

Janell

janellharroun@yahoo.com

I would like to see a metro station in yorkville to have less of a commute to aurora. I would definitely drive less downtown.

Colin Hatch

Resident

Colinhatch@hotmail.com

Please bring metra to Oswego. Iâ€™d use it for frequent business commutes to city and events with family.

Greg Heinrich

K. Hovnanian Homes

gregheinrich@rocketmail.com

Metra would allow for our property values to increase and keep people in Oswego ILO moving closes towards Chicago for work.

Kurt Henriksen

Kurthenriksen@att.net

Unless you want another debacle like Rt 59 was, bring the Metra to Oswego! The economic growth for the Orchard Rd corridor would be huge for the Fox Valley!

Chris Hering

chering@kolcraft.com

I'd like to see a Metra station in Oswego because that is the reason we moved to Oswego in the first place. We moved into Gates Creek West in 2004 and the train station at that time was 3 years out. Fast forward 14 years later and we are still waiting. I commute downtown every day and would much rather walk to the train than drive into Aurora.

Samantha Hering

Sam.hering97@gmail.com

I would like to see Metra come to Oswego because when my family and I moved into Gates Creek West in 2004, there was supposed to be one there. My dad commutes to the city every day via train. This would be more convenient for him and for others in my neighborhood.

Sandra Hering

shering141@att.net

I would like to see a Metra station in Oswego, IL because my husband has worked downtown for years and we moved to the area 15 years ago because we thought there was going to be built by us. It would be great for the growing area out by us to have this and it would be heavily used.

Sydney Hering

My family and I moved to Oswego thinking the Metra train would be close to my house, and now it is not. It would benefit everyone in our town.

Vanessa Hernandez

vanesafiore2000@yahoo.com

629

Mike Herzberger

Herz1512@yahoo.com

I would love to see a Metra station in Oswego. Not only would this reduce congestion on roads (a quality of life issue for those of us who commute) but decreased traffic would mean decreased maintenance costs for the state as a whole. Adding a more efficient way to get downtown would open up job opportunities for those in the suburb. And, I simply believe that efficient public transportation is essential for the long term viability of a large community.

Laura hess

laurahess1@hotmail.com

perfect for commuting to the city!

Gloria Hill

GloriaHill109@att.net

I would like to see a Metra Station in Oswego. I live in Plainfield and it would be closer and easier for me to drive to Oswego than Naperville.

Julie Hoffman

Village of Oswego

Jhoffman@oswegoil.org

I'd like to see a Metra Station in Oswego so I could commute to work from Hoffman Eststes five days a week. It would save considerable commute time.

Elizabeth Holis

mamaduck71@yahoo.com

I'd like to see a Metra station in Oswego because Oswego, is land locked. All expressway are a drive to get to our little town. I think a metra would help people get around better.

Marc Holm

Mholm59@gmail.com

I'd like to see a Metra station in Oswego because it is much less expensive and environmentally friendly to take the train downtown.

Erin Hoover

Jayanderinhoover@yahoo.com

I'd like to see a Metra station in Oswego because it would allow family and friends an easier way to visit. It would also allow us to visit the city with our kids more often.

Dr Sandra Horton

sandyhorton65@comcast.net

I want to see a Metra Station in Oswego because it will improve our home values. I want to see a Metro Station in Oswego because it will reduce my husband's commute on the days he goes to Chicago. I want to see a Metra station in Chicago to increase the likelihood that I will visit downtown because I can just jump on the train.

Jonathan Howard

Resident of Oswego, IL

jonathan.howard.a@gmail.com

It is imperative for the Village of Oswego to have high priority in building a Metra Station within Oswego, IL. This will drive the economic landscape forward, as well as assist current and future residents with work/life balance. It is within the power of the Chicago Metropolitan Agency for Planning to achieve these imperatives.

Shane Huxford

Smhuxford@gmail.com

Hector Iga

Supermanhector@gmail.com

Id like to see a metra station come to Oswego IL

James Ivanic

1960

jamesivanic@att.net

We need access for the future for sure let's start today building it

Vince Izzi

Culvers

Vinceizzi@me.com

I would like to see the metra station in Oswego because I like to travel to the city via train and the other stations are inconvienent.

J

Michael Janis

mike@mikejanis.com

Camille Johnson

Camille's Childcare

camillenjohnson@yahoo.com

Please bring Metra to Oswego! So many of my daycare parents commute to the city. A closer station would make it so much easier for them and their little ones.

Danielle Johnson

Daniellefaithj@gmail.com

I want to see metra move to oswego because it would make commuting time so much easier

Lauchlan Jones

lcj9851@msn.com

Joel Justis

River Run Club

jajustis@comcast.net

This has been discussed for over 20 yrs. Residents in our community would use this to get to Chicago, Wrigley Field, etc. Who wants to drive an hour and 1/2 to get their. And consider the safety issue for us seniors.

K

Beverly Kacena

Beverlykacena@gmail.com

Would love to see Metra in Oswego!

Suzanne Kahre

Self

skahre630@gmail.com

A rail station would provide safe, eco-friendly access to Chicago.

Jason Kane

I would like to see Metra come to Oswego to broaden cultural experiences for my family and to reduce traffic and impacts on the environment.

Jeff Kararo

jeff@kararo.com

I would like to have a station in Oswego because it would reduce my commute time and be more convenient for traveling to visit my kids at college.

katy karvola

karvolak@gmail.com

Please bring the Metra to Oswego! We have so many commuters and it would be a great help to our community

Ryan Kauffman

Village of Oswego

Rkauffman@oswegoil.org

I strongly support the extension of Metra into Kendall County, and the Village of Oswego in particular. There is an enormous, unmet demand for mass transit, that can be solved by this extension. I'd like to highlight some benefits:

-Studies have shown that Metra service has been feasible in Oswego since at least 2001, and this region continues to grow.

-Out of Oswego's total workforce, 11.4% currently commute to Chicago (estimated at 1,738 workers).

-Would provide an economic boost to the region.

-Would also provide a more environmentally sustainable transportation option for commuters in the region.

Thank you for your time, and consideration!

Sincerely,

Ryan Kauffman,

Oswego Village Trustee

Nathan kayer

Patricia keir

Oswego resident

pkeir563@msn.com

Please put a metra station in Oswego .....

Tim Kellogg

tkellogg@templeton-pc.com

I'd like to see a Metra station in Oswego because the community needs a mass transit option that will relieve stress to existing highways. Oswego does not have close access to interstates. The Oswego commuters traveling to and from Chicago currently compound with other communities between us and interchanges, incrementally increasing congestion and burdens on road infrastructure. Direct access to a Metra station in Oswego would would benefit both Oswego and these other in-between communities.

Linda Kelnosky

1969

lindak327@sbcglobal.net

Michael Kenney

CBRE

Kenney350@gmail.com

2050 Target date? 2025 sounds better

Harold King

Citizen

corkyking@comcast.net

I would love to see a metra station in Oswego. The convenience of jumping on a train to shop, dine, and visit friends would be awesome.

Terri Kolman

qty1010@gmail.com

We need Metra desperately in Kendall county.

Adrienne Koteski

anbenig@hotmail.com

Melissa Kotler

melissackotler@gmail.com

I'd like to see a Metra station in Yorkille because I have been driving to aurora for 9 years to take the train into the city and would like to spend more of my commute working, or reading. I think that more people would use the metra and head into the city of Chicago, and more people would come out to with a stop in Yorkville.

Jon Kovach

Kovach64@gmail.com

Offers a commute option to Chicago for higher paying jobs which will bring more expendable income to the Oswego area.

Deborah Kozlowski

Suzeehlpr@yahoo.com

Zachary E Krugler

Gripple Inc.

zkrugler@gmail.com

I'd like to see a Metra station in Yorkville because it would open Kendall County and the whole community to job prospects closer to Chicago by creating better transportation opportunities. Kendall County is a substantial drive from areas in DuPage and Cook County and a train would open up the community to the economic opportunities located closer to the city as well as encouraging development in the surrounding community.

Carol Ksiazek

ccktri8@gmail.com

A train station is needed for commuters in this growing community

Sara Kubin

Sokubin@gmail.com

I would like to bring Metra to Oswego to open up more job opportunities for local residents and to make transportation to other suburbs and the city easier and greener!

Kristy Kuntz

Home owner

Kristy.Kuntz@comcast.net

I want the train station because that was one of the reasons of why we purchase our house 15 years ago. We commute to the city and travel there often for activities too.

L

Kristopher Lackey

Community member

krisslackey@gmail.com

I would like to see a Meyers station in Yorkville because I would actually go into the city. Right now I do not go there because of the traffic on 88 and 90.

Brian Lake

lake129@gmail.com

I'd like to see a Metra station in Oswego because it would benefit those who work in the city of Chicago, bring in some needed growth to the community as well as welcome newcomers from other parts of the state who have yet to explore all that Oswego has to offer.

Carol Latina

carollatina@att.net

I believe Oswego should be considered for the building of a Metra station. Oswego is a fast growing community with many daily commuters. As traffic becomes heavier and the commute becomes longer, a Metra commute makes sense for those of us far west of the city. Commuting via Metra takes wear and tear off our roadways and would be an environmentally sound decision.

Nicolene Laycock

Nicky.laycock@gmail.com

Christine Leali-Perkins

clealiperkins@gmail.com

I'd like to see a Metra station in Oswego because the closest train station or expressway entrance from us is about 20+ min.

Katie Leiva

John Greene realtor

Katieleiva@johngreenerealtor.com

I’d like to see the Mehra station in Oswego because it will bring better access for commuters, it will Boise the economy of Oswego and Yorkville and will give city workers more housing options for better prices

Matthew J Lenell

1968

mjlenell@gmail.com

MARTIN LEIBROCK

private citizen

mdleibrock@cs.com

I'd like to see a Metra station in Oswego because my commute to downtown Chicago would be more manageable, and I could potentially ride my bicycle to the station.

Laura

Levinebean69@gmail.com

Bring Metra to Oswego!

Dale Lewis

Dalelewis@me.com

I'd like to see a Metra station become a priority for Yorkville Illinois. As both a resident and a local business owner, the Metra station would mean Less frustration on interstate 88, a more eco-friendly commute to the city, easier opportunity to catch a show or visit friends in Chicago, less time spent commuting and more time home with my family.

Angelina liautaud

Angelina_re@comcast.net

I'd like to see a metro stop in oswego because when we moved here, my husband was still driving all the way to the Naperville train station to park and driving from here to the train and then the train commute in addition to walking to his building made his commute two hours each way. Because of this he Took another job elsewhere to reduce his commute time. But the opportunities for jobs in his industry are much more readily available in the city. It would also make getting together with friends and family that live in the city much easier to do more often!

Jennifer Lindsey

jenlindsey95@gmail.com

Does the funding come from our taxes for the Metra Station? Oswego already has one of the highest tax rates in the suburbs.

Marge Linnane

DonandMargeL@sbcglobal.net

I would love to see a station built in Yorkville for the following reasons:

1. Improve traffic congestion on existing roads to and from Chicago.

2. Improve travel time to your destination.

3. New station could/should/would spur development in the immediate area.

4. Creates a downtown community attraction.

5. I'm all for development opportunities.

Jenna Linnell

Jenna Marie Photography

jenna@jennamariephotography.co

Yes, please bring the Metra to Oswego, IL

Jessie Livingston

Jessie@fourmonkeys.org

Patricia Lobo

Pats17.lobo@gmail.com

Christy Lowe

Lowes2000@outlook.com

I would like to see the Metra station expanded to Oswego. This would give residents like myself easier access to travel to Chicago.

Trisha Lustig

Keller Williams Realty Infinity

tjkl1976@yahoo.com

I want to see a Metra station in Oswego because I sell real estate here in Oswego and surrounding towns and so many people love our area, but can't move here because they don't see our town as a viable option due to its distance from major expressways and Metra station. We can't change the expressways, but we can add a Metra station!!!

Larry J Luytjesi would like a metra station

ljluytjes@att.net

I would like a metro station in Oswego because it would be easier to go to events in Chicago.

M

Ed Maher

maherfamily25@att.net

Julissa MAJKA

julissa.majka@gmail.com

Traveling to the Route 59 metra from Oswego takes a 1/2 hour each day in commuting on a good day. In winter this commute can be 45 minutes. Being that Oswego now has over 30k residents and is continuing to grow and has a park and ride - bringing Metra to Oswego is long overdue. Other surrounding cities would benefit as well

Julie MAJKA

julissa.majka@gmail.com

Dan Malloy

Citizen

Danielmalloy717@yahoo.com

I’d love metra here because it would help home values, and give out townspeople another option to get to and from the city

Bert Mandrek

Oswego Resident

bert.mandrek@yahoo.com

it would be a good way to commute and less congestion on roadways

Joseph C Manno

joemanno22@yahoo.com

I'd like to see a Metra station in Oswego because of the frustrating traffic on I290, much more cost effective means to travel to downtown Chicago, less time in traffic & more time with my friends & family.

TINA M. MARCUCCILLI

tinamariew64@aol.com

Id like to see a Metra station in Oswego because: opportunities for non driver elderly or people with disabilities to visit family/friends between towns.

Joseph Marlovits

joseph@tinwerks.com

I'd like to see a Metra station in Oswego because It would be beneficial to my kids education

Jose Martinez

Jmart2@ymail.com

Need oswego train

Melissa Martinez

Mmart06@ymail.com

Please bring train to Oswego

M Martinez

Melissa.martinez@us.mcd.com

Ady Max

ady@uta.com

I'd like to see a Metra station in Yorkille because I want less time spent commuting and more time home with family.

Heidi May

Heidi_johnsen@yahoo.com

I'd like to see a metro station in Oswego so I can go into the city more often.

Heather Mayor

SD308

Hmayor512@hotmail.com

Joseph Mayor

Goose Island Beer Company

Chibearsfan702@live.com

Michelle McBrady

Piggyhog77@juno.com

Brian McPherson

ba.babooey@yahoo.com

Meek Jim

fgtnfire@me.com

I am in favor of a train station in oswego Illinois. We need more public transportation in our area to help reduce traffic

Ernie Meier

ernie.meier85@gmail.com

Please approve

Miriam Mendoza

mightymiri@msn.com

I would love to have a Metra station in Oswego, IL because it would make my commute so much easier. I'd be likely to use the metra more often to get to work and other events and with others using it, it would lighten the traffic on 290. The benefits would extend far beyond just Oswego and its residents.

Tina Mentz

tinamentz@gmail.com

I'd like to see Metra come to Oswego so that I could easily get to the city and other suburbs along the route. Traffic on the highways and even on the roads to the highway near here is horrible. And, the 20 minute drive to other train stations is just painful. I do think that having a station in Oswego will also help to further promote and expand the businesses in downtown Oswego!

Belinda Menzies

Hkbel03@gmail.com

It would be nice to have a closely and convenient access to a train station. It makes sense considering the population growth that's happened this way.

Amanda merkin

ammerkin06@gmail.com

I'd like to see a metro station in Chicago because it would create an easier way to spend time with my family and friends.

Natalie Meyer

Nataliemeyer8806@gmail.com

I'd love to see a Metra Station go to Yorkville Il because it would improve my commute!

Ron Meyer

1997

ramqb74@yahoo.com

I would like to see a metra station in Oswego to ease the congestion of traffic that currently has to go to Aurora to catch the metra train

Tracy Meyer

Tlmeyer1207@yahoo.com

I’d like to see a Metra station in Oswego because it would be so much more convenient for me & my neighbors/friends that work in the city, and also enjoy weekends for fun in the city. In addition, it would attract more thriving businesses to the surrounding area, as well as increase the attractiveness of Oswego to those considering a move to the area (& thus, help property values). This station was â€œsupposedâ€ to be going in when we moved to Oswego 12 years ago & I know SO many people in the area who have been frustrated that it hasn’t happened yet...it is LONG overdue, particularly to support the population growth in Oswego/Yorkville.

Annmarie Meza

amharmonious@gmail.com

Sam Meza

scribe7580@gmail.com

Jeff Mihalka

Jamlinda@yahoo.com

Susan Milburn

jandsmilburn@sbcglobal.net

I'd like to see a Metra station in Oswego so citizens of Oswego and nearby communities like Yorkville, Montgomery and portions of Plainfield and Aurora, can utilize the station for their transportation needs as well as to alleviate the parking at nearby stations. The station would also benefit the development of the far west suburbs.

Clay Miller

clay.miller45@yahoo.com

My family does not wish to see METRA come to Oswego. I forsee Metra in Oswego, introducing crime of all sorts into the community. Using Metra in the surrounding communities is a viable option. I am vehemently opposed.

Joshua Miller

Resident

Joshua.Michael.Miller@outlook.com

I believe expanding Metra stations to Yorkville, Oswego, and Montgomery should be a huge priority for the On to 2050 project. Thousands of people are moving into these cities and Metra needs to realize the demand on the BNSF line from Route 59, Aurora Transportation Center could be alleviated by adding additional stations.

Rachel Miller

rachruss2@gmail.com

I'd like to see a Metra station in Yorkville because I commute to Chicago for work daily and driving to Aurora is a waste of gas and time! A closer station would benefit so many seeking employment in the city.

Heather Mitchell

This would allow my family to travel here from the city and vice versa!!!

Donald Moore

mooredlm@comcast.net

Would love to see a full-time Metra station in Oswego to reduce commute times to/from the Route-59 metra station

Alejandro Morales

4355 Schofield Drive

I'd like to see a Metra station in Oswego because it is cheaper than driving and more eco-friendly.

Barbara Moser

bmoser1111@hotmail.com

I'd like to see a Metra station in Oswego so I can get to downtown Chicago to enjoy all the city has to offer....without the hassles of driving, parking, etc.

Amanda Mullarkey

Mandylorian@icloud.com

I'd like to see a Metra station in Oswego because at takes forever to get anywhere without one. We had to move away because the commute was so long.

Karen Mullinix

roykar@earthlink.net

I'd like to see a metra station in Oswego because it would give my family a quick and easy option to go to Chicago. We would use it all the time!

N

Les Nelson

Landjnelson@gmail.com

I want to see a Metra station in Oswego because the station would be much closer to my home.

Rebecca Nelson

R.e.nelson@live.com

David Newman

For those who seeking mass transit, their choices are to drive to either Aurora or Rt. 59 to catch Metra. This partially negates the benefits of mass transit though. Bringing a Metra station to Oswego would provide a better mass transit option. Finally, a station makes Oswego attractive to future residents who wish the charm of our town and the access to Metra.

Montrew newman

Montrew@smith.net

I'd like to see metra in Oswego so my commute will be shorter so I can spend time with my kid. Less stress from driving, training and busing just to get to work.

Jim Nickelman

Jmnickelman@gmail.com

I’d like metra in Oswego as it will make it a lot easier to travel to Chicago and the vast amount of great things that comes with that.

Andrea nohren

Andrea.Nohren@gmail.com

I would like metra to come to Oswego for: attract more people who commute to city. Reduce the number of cars. Increase business in and around Oswego.

Matt

Mnohren@gmail.com

I'd like to see a metra in Oswego because it would attract more people to our town that work and live downtown Chicago. This would also increase revenue to our great businesses.

Mary Nolan

mnolan1@comcast.net

Christopher Nonnie

Resident

Cnonnie@hotmail.com

I live in Oswego and work in Dow town Chicago. My family and I also frequent Chicago. With the expansion of Oswego and growing population this addition would connect two great cities. It will provide economic opportunities in many different areas and will help the environment.

Joshua Norris

joshua.norris79@gmail.com

April Nowak

lesapril1@comcast.net

We need a Metra station to make it more eco friendly to commute to Chicago and other western suburbs.

Greg nowicki

Nowickigregp@comcast.net

It would help a lot of people in this area.

Myrna Nunez

Oswego Resident

mnunez2405@gmail.com

My family and I moved out to the southwest suburbs from the City of Chicago. We've been in Oswego now for the past 15 years. What attracted us to Oswego was the goal of the village to bring a Metra station to Oswego. A Metra station would allow the residents, business owners, students, etc. the ability to visit the City of Chicago and other areas. For example, the Metra can provide additional access to hospitals (specialists), educational institutions (4-year), jobs, museums, airports (O'Hare/Midway). Its also an opportunity to have quick access for outsiders that want to visit the Oswegoland area which has the potential to bring new customers to our local businesses. Oswego is located in Kendall County which keeps growing so we need this vital access to be able to keep up with the demands of the growing population.

Thank you for reading my comment and I hope that an Oswego Metra station will be seriously considered.

Myrna Nunez

Oswego Resident

Waubonsee Community College Employee

O

D. Oblazney

don.oblazney@yahoo.com

I'd like to see a Metra station in Oswego because I live in Oswego and it would allow for easier transportation to Chicago Loop area. Taking the time, money, and effort to go to Aurora or Rt 59, find parking, etc. takes a lot of the excitement of going to the city via train.

Lauren O’ Connor

Oswego resident

Laurenoconnor2010@gmail.com

I'd like to see a Metra station in Oswego because it would open up more career possibilities for me. My 12-hr hospital shifts easily became 16-hr days when commuting by car. This was not feasible for more than a few years.

Mariusz Orda

mariuszorda@att.net

I'd like to see a Metra station in Oswego because it's a more eco-friendly commute.

Claudia Flores Ortiz

Maye1_1998@yahoo.com

Bringing Metra in Oswego would make my commute much easier with less driving spending more time at hone with my family

Rene Ortiz

renefortiz71@yahoo.com

I would love a metra station in Oswego. We recently purchased our home. We love it here, but both my wife and I work in Chicago and the commute is terrible. I don't like driving into the city. I don't like driving to Aurora to catch a train. I think a Metra station in Oswego would attract more professionals working in the City to live in Oswego.

P

John Palatine

prpllc1@gmail.com

I'd like to see a Metra station in Oswego because it will help lift property values, bring more businesses to Oswego, ease road congestion and reduce air pollution. It will provide more travel options for those that commute to the city every day and those that want to visit the city and other stops along the route.

Emma Palmer

Palmer.emma@gmail.com

I'd like to see a Metra station in Oswego because my husband would have an easier and more eco friendly commute and have more time at home!

Brian Pangborn

Brian.pangborn@gmail.com

I’d like a metro station in Oswego to make Chicago more accessible. 290 is a mess with constant congestion. We need alternative convenient ways into the city.

Sandra Pastore

Sandypastore@att.net

Please bring metra to Oswego

Anita Patel

apatel1109@hotmail.com

Nancy Patush

none

njpatush@gmail.com

Patricia Paxson

Resident of Oswego

Kirsten.b.donaldson@gmail.com

I would like to see a Metra station in Oswego because the closest one for us is a 30 minute drive. We are a growing community and many commute to the city. Parking at the 59 station is crazy and it would be nice to have a closer option.

Janett

Janettperez2@yahoo.com

I'd like to see Metra in Oswego to be able to commute to DT faster and easier.

Luis Perez

lp871991@gmail.com

A Metra station in Oswego would be great as it would become my primary way to commute to the city of Chicago. I would also have better opportunities to park as the Rt. 59 and Aurora stations can get congested. Thanks!

Luis Perez

Village of Oswego

lperez@oswegoil.org

A priority that should absolutely be pursued. Oswego demographics compare to many other communities that all have Metra except for Oswego. Oswego taxpayers should be allowed to pursue and decide on Metra for Oswego.

Phil Perino

phil@perinofamily.com

I'd like to see a Metra station in Oswego because it would give us the opportunity to go downtown in a more eco-friendly transportation and save us time

Michelle Perry

Resident

Michelleperry11@yahoo.com

The metra will make going into the city so much easier and would make Oswego more accessible for visitors who have family in the area but my want to deal with I88 or I55 traffic.

Robert Perry

bobp@bob-perry.com

A Metra station in Oswgo would enable me, a senior with disabilities, to take advantage of the cultural and medical opportunities of Chicago.

Joy Pierce

Hjpierce_@hotmail.com

Bring Metra to Oswego

Tim Pierce

tpierce220@comcast.net

I'd like to see a Metra station in Oswego because it will help reduce congestion on local roads, reduce pollution, and help to make the Chicagoland area a bit more green. It also will boost the local economy.

Joaquin Pimentel

joaquinpc2005@hotmail.com

This would be great!

Mona Pirie

monaserona@gmail.com

I would like to see a Metra station for two reasons, ease of commute downtown, and a boon in my property value I am sute

Lori Poore

Lorim_strong@hotmail.com

I would like a Metra station in Oswego because it would give more opportunity to go the city. Having to use the Aurora or Naperville stations, that are already overcrowded,is a deterrent for people who want to use the train.

Barbara Posinger

bposinger@gmail.com

I would like to see a Metra station in Yorkville because it would make traveling to the city so much easier!! Community members would save an exorbitant amount of time and it would boost the Yorkville economy. I think this would do nothing but benefit every aspect of the city and neighboring towns as well.

Nicole Powell

Nikkiandypowell@yahoo.com

I'd like to see a Metra station in Oswego because ____.

Oswego Il truly needs its own Metra station. It is vital to the continued growth of the area. This growth would benefit the community in many ways including more restaurant and entertainment development as well as increased funding for our school district who is in dire need at the moment. Oswego is a darling community but it is not necessarily easy to get to. A station would not only attract more home buyers and renters to the area, but businesses as well. Easy access is key. I88 and 290 are overcrowded and frustrating to use. Accessed in and out of Oswego is also somewhat time consuming- a train would not only allow commuters to travel to and from their workplace allowing more time spent with family- in addition reducing some traffic on the main roads into town) it also would allow for visitors to the town as well as villagers who wanted to travel to local areas with ease and comfort. Two thumbs up for a station in Oswego!!!! I can see absolutely no reason to delay this any longer.

Won't you please take two minutes right now, click on the link below, and help us bring a Metra station to Oswego?

Q

Guy Qualls

Guy@literalsolutions.net

R

Jeremy Rehmus

Rehmusj@gmail.com

I would like to bring Metra to Oswego because it will be a benefit to all who live here

Melissa Rehn

Rehnmelissa@gmail.com

I’d like to see a metro station come to Oswego because it would provide faster and more eco friendly transportation to Chicago!

Paul Reichard

PARJNSDMR@YAHOO.COM

I'd like to see a Metra station in Oswego as I know a number of city commuters currently drive to Naperville and Aurora stations and it would add the economic growth of Oswego as a town.

Bryan Richter

Bryansrichter@gmail.com

I would like to see a Metra stop in Oswego because it would provide more options for commuting. It would allow surrounding communities such as yorkville, Montgomery, and Plano the opportunity to have more options as well. Bringing the train out to Oswego would also cut down on pollution and traffic. It would benefit businesses in the area as well. Please bring the Metra to Oswego.

Sara Riechert

Seriechert@yahoo.com

I'd like to see a Metra station in Oswego because it would make commuting to the city faster and less stressful. In turn it would reduce congestion on 88 and 290.

Nicole Rifkin

Nsweat87@gmail.com

I'd like to see a Metra station in Oswego because it would help with the traffic in a very over populated area and would drastically lessen commute to Chicago for work and leisure .

Ted Rifkin

Trifkin@uwalumni.com

Please bring Metra to Oswego, creates jobs, gives tax payers a reason to stay. Develops the downtown. Many people commute to other areas for work and Oswego is very far south and west from major work hubs. A lot of people have left positions or moved away from Oswego because of location and lack of amenities like a Metra!

Ted

Trifkin@uwalumni.com

Please bring Metra to Oswego, creates jobs, gives tax payers a reason to stay. Develops the downtown. Many people commute to other areas for work and Oswego is very far south and west from major work hubs. A lot of people have left positions or moved away from Oswego because of location and lack of amenities like a Metra!

Craig Riley

Craig.riley1216@gmail.com

I'd like to see a Metra station in Yorkville because my family would certainly utilize the rail system on a much more frequent basis. We typically travel to Chicago 2-3 time a year. However, with a local Metra station we would certainly increase that number to potentially 20+ (900% increase). While I'm sure other families might not have the same level of travel, you can certainly assume that traffic would increase with an additional Metra station, enough to cover expenses and bring more people to our town (tourists and residents).

Don Ringelestein

dringelestein@hotmail.com

The extension of the Metra line to Oswego is long overdue and will relieve the shortage of parking available at the downtown Aurora station.

Michael A Rios

origami1966@gmail.com

I would like a Metra station in Oswego because it would give all of us far easier access to Chicago's jobs and entertainment. All of us with family in the city can travel to them easier and have them travel to us easier. A trip to Chicago for many of us would be no more than a short bicycle ride to the Oswego station, saving on gas and cutting pollution. A train station is also an opportunity for businesses to grow around the passenger population.

Theresa Rios

riost68@comcast.net

I would like to see Metra come to Oswego because driving all the way to Aurora is a hassle. It's will allow people commuting to the city easier safer access to the train. It will also add accessibility for neighboring communities to visit Oswego via the train. A shuttle bus to down town and attractions would add even more value. The empty retail space and real estate along Orchard could be built up and better utilized. Bringing more business to Oswego.

Debbie Risselman

Homeowner

DebbieRisselman@gmail.com

I would love a metra access in Oswegi since it takes 25 just to get on 88. We could visit the city much easier!

Eric Roberts

owner@threeravensconsulting.com

As a former regular Metra rider (I am retired now), having a stop in Oswego would have been great. It would have met less driving for me. I would also extend that to Yorkville and Plano. I think that would not only ease the congestion in Aurora and Rte 59, but also attract more regular riders to Metra and make it easier for families in Kendall County to get downtown and attend other events and venues along the route...like Brookfield Zoo. I used to be a web developer and I did mostly contract work. That would often bring to companies in the Loop and surrounding areas in Chicago. I rode Metra for years. I couldn't imagine having to drive downtown to get to my jobs. That would have been horrible. Having access t metra close to where i lived at the time was amazing (I have lived in Aurora, Naperville, Lisle, and Westmont prior to moving to Yorkville and now I am in Plano). Being able to walk or just have a short drive to the train was great. It made my commute tolerable. even with the crowded trains, it was still better than sitting on an interstate going 5 miles an hour. I had one contract in Oak Park where I had to drive. I was a different person. When I finished that contract up and went on to another in Chicago, my wife said that it was like night and day. When i got home from the Oak Park gig, I was very grumpy and irritable from the long drive. When I got home from the Chicago job, I was relaxed and happy. It makes a huge difference to have easy access to Metra. Kendall County is one of the fastest growing counties in IL. I think it would be negligent to not put stops in Kendall County in Oswego, Yorkville, and Plano. Plano is even already set up with the Amtrack stop there. It even has adequate parking already set up, so all you need to do is to provide the train. It would also benefit businesses in these towns. They have vibrant downtown areas, festivals, and other attractions that people from outside Kendall County may like to come to. This would be a win for everyone in the Chicago area. So Please, let go through with the plan to expand metra service to Kendall County. Oswego at the minimum, but I think having stops in Yorkville and Planoi...or at least also Plano as that wouldn't be very far for the Yorkville folks to go to, would be a huge boon to the people of Kendall county and our economy.

Patti Roberts

pkmr@msn.cim

I'd like to have a metra station in Oswego so my husband can spend more time with his family. He commutes over 3 hours a day driving to Naperville for the train station and then taking the train downtown

Margo Robles

Margo54321@yahoo.com

Laura Rogalla

lsrogalla@aol.com

I'd like to see a Metra station in Oswego because it would make enjoying all that the city of Chicago has to offer that much easier as well as all the suburbs in between.

Dave Rogers

Self

David.rogers.60503@gmail.com

I disagree with the attempt to add an Oswego train station. The Village lacks the infrastructure to handle bursts of traffic, Metra does not have resources to add hardware to operate additional stations without either reductions to other stations or spending money they do not have, and voters in Kendall County are unlikely to agree to extend the taxation district to support one small corner.

I have commuted to downtown for 30 years, including about 20 from the Oswego/Aurora area. I juggled living in an exurb with kids and Metraâ€™s mediocre midday schedule and working in Chicago. Leaving work at Noon for a 3:00 parent teacher conference, taking a half day off to lead a soccer practice at 6:00... a train stop will not help as much as investing in rolling stock so a signal hiccup wonâ€™t shut down the BNSF West Line.

Elizabeth Rojas

lrojas509@gmail.com

Cynthia Rook

jaecinrook@gmail.com

Please consider bringing a metra station to Oswego. We are a large community of working families who are commuting to Chicago. WE are not close to any of the interstates so Metra would be draw many consumers

Kevin Rooney

krooney11@gmail.com

I support fully bringing METRA to Oswego and the surrounding communities. Thank you.

Debbi Rose

debbi700@yahoo.com

I'd like to see Metra in Chicago because I take the train relatively frequently and always have to drive to Naperville or Aurora to get on board. I'd like to board in my neighborhood.

Christopher Maurice Ross

chrisross@outlook.com

As a resident of Oswego for over 10yrs, and a businessman with ties to the metro Chicago area, I would welcome the inclusion of Oswego to the Metra routes for both business transit as well as personal transportation needs. It is invaluable to the growth and prosperity of our community that the investments and vision for our Village be accessible to the greater Chicago area; a Metra station access is a significant part of that vision, and I fully support the efforts necessary to make it a reality. Thank You

Lauren Roth

laurenwoodhamroth@outlook.com

I'd like to see a Metra station in Oswego because It would make my commute to Chicago for work easier. Oswego is growing, itâ€™s time to make the village competitive with transportation.

Pat Ryan

Paddie1@sbcglobal.net8255

Peter J. Rzeminski II

peter@devedge.org

I fully support brining Metra service to Oswego, IL as quickly as possible.

S

Jenna S

Jennaskwarek@gmail.com

I'd like to see a Metra station in Oswego because public transportation to downtown Chicago will be helpful and valuable for commuters, students, and consumers.

Mark Saienni

Msaienni@gmail.com

This would save me 50 minutes a day on my commute

Richard Sakowski

rich.sakowski@gmail.com

I'd like to see a Metra station in Oswego because I take Metra in to the loop on a daily basis for work. I hate having to drive to Aurora just to catch the train.

Vanessa Salcedo

vsalcedo80@yahoo.com

I'd like to see a Metra station in Oswego because it close to my house and it would be easy to get to.

Ryan Saltzberg

r.l.saltzberg@gmail.com

I would like to have a metra station in oswego because it would cut my commute by 20min. I will also keep me staying in Oswego rather than moving to a community with a station

Kristen Sandula

kristenschultz04@gmail.com

I'd like to see a Metra station in Yorkville because it would allow me to spend less time commuting to and from work and to spend more time with my family.

Evelyn Santiago

Heart Realty Grp

evelyn4homes@aol.com

Jason Sapet

sapetcscmp@gmail.com

I'd like to see a Metra station in Oswego because it would offer more job opportunities to commute

Marc Sato

marcsato1@yahoo.com

I'd like to see a Metra station in Oswego because it would be an economic spur for Southern Kane and Northeast Kendall county areas. Kendall County is one of the fastest growing counties in the nation and public transportation to Chicago (and intermediate areas) would vital to its growth.

Kevin Savage

Kpsavage316@gmail.com

A Metra station in Yorkville or Oswego would be huge for my family being able to commute to the city faster than I ever could by driving. It would give me the opportunity to work downtown but still live in Yorkville.

Alicia Schimmel

mommaschimmel@gmail.com

I'd like to see a Metra Station come to Oswego to help with my morning commute.

Kylie Schimmel

Schimmelkylie@gmail.com

I'd like to see a Metra station in Oswego because it will make it easier to visit friends in the city.

Brook Schultz

chrisandbrook2@aol.com

I'd like to see a Metra station in Oswego because it would significantly shorten commute time to the city.

Melia Schultz

puree40@gmail.com

Katie scoffield

Kscoffield3@hotmail.com

Bring metro to oswego

Carol Scott

Kendall county HCE

escarol5@sbcglobal.net

The train to Oswego is imperative. The traffic on roads makes distance driving to Chicago non existence anymore and there are so many great adventures we miss because no train

Shiela Scott

Shiela_scott@hotmail.com

I'd like to see a Metra station in Oswego in order to provide a more eco friendly commuter option.

Shiela Scott

Shiela_scott@hotmail.com

Heather Setina

h.setina@sbcglobal.net

Please bring a train station to Oswego, Il. It would make work commute better for so many in our area!

David sheffer

Ticktockdjs@yahoo.com

Great to chicago

Melissa Shelley

Mshelley1130@gmail.com

Heather Sidio

Hetsid438@gmail.com

Easier commute

Jennifer Siegfried

Redhedjny@yahoo.com

Oswego needs Metra service!

Ryan Sikes

WBK Engineering

Rsikes@wbkengineering.com

I'd like to see a Metra station in Oswego because it would make getting to and from downtown Chicago much easier.

Jen Simnick

Jennifersimnick@gmail.com

Please bring Metra to oswego!!!!

Valerie Simon

Simon vjsimon102007@gmail.com

I would like to see the Metra extend to Oswego so that i can get downtown for seminars and job opportunities.

Dale Simpson

capalms@Comcast.net

I would love for Metra to be in Oswego, currently I drive to Aurora station.

Sandi Sirtoff

Sdbye@yahoo.com

I would like Metra to come to Oswego so my commute to work doesnâ€™t involve driving to downtown aurora to catch the train!

Sonia Skiba

Papasgirlkoka@aol.com

Living in Oswego for 20 years and working downtown Chicago the same amount of time. Commuting from Oswego will save me time and money and make it easier to go to the city or other western suburbs. Oswego has grown rapidly and should provide commuter options to its residents. Thank you.

John Smith

Illpayzero@yahoo.com

I'd like to see a Metra station in Oswego because it is an environmentally friendly commuting option.

Katy Smith

ktqt02@yahoo.com

I'd like to see a Metra station in Oswego because it would provide a less stressful way into the city from the far West suburbs. The Aurora station is great, but it would be much more customer-friendly to your patrons in Oswego, Yorkville, Plano, etc. to have a station further west. I believe you would see an increase in riders from these areas if they could originate their ride closer to home rather than having to drive to Aurora and THEN get on the train.

Elizabeth Soriaga

1971

esoriaga6@gmail.com

Ryan

Rspecht29@gmail.com

Meta to Oswego,il

David Spikings

Dspikings@comcast.net

I'd like to see a Metra station in Oswego because, it will save my commute, so I can spend more time with my family

Penelope Stapleton

jones.penny@att.net

Metra would make traveling to Chicago easier.

Crystal Steinbach

steinbach.crystal@gmail.com

I’d like to see a Metra Station in Oswego because of the economic growth potential it would bring to our community.

Dan Stumpf

djstumpf@gmail.com

Neel Y Sukhadia

neelsukhadia@gmail.com

Even though I live in a nice neighborhood of Oswego, yet I have to drive through shady neighborhoods of Aurora to get to the Metra. A Metra station in Oswego would be a godsend!

Mary Sullivan

Shopsulli@gmail.com

Krisi swafford

Krisiswafford@gmail.com

919-518-4518

T

Sandy Tackitt

Newscape2@icloud.com

I would use Metra to visit Chicago frequently. I'm retired and have time for fun Chicago adventures.

Bill Taibl

btaibl101@gmail.com

Easier to get to Chicago

ELISA TAYLOR

ELMTAYLOR@YAHOO.COM

pleeeeeeease!!

Sarah Tesch

sarbtesch@gmail.com

I'd love to see a metra station in Yorkville for many reasons. Mostly right now because it takes a minimum of 90 mins to get to my office in the city, and about an hour and 15 to get back home. Additionally, it would make Chicago and other places along the line so much more accessible! It would open up avenues for both career and personal entertainment.

Sherry Theos

Oswego Rotary

stheos@fcainc.com

As a resident of Oswego paying exorbitant amount of taxes it would be nice to have the Metra station discussed years ago. At one time we thought it was coming the next year and then that did not happen. We may be able to attract people into the area and lower our taxes if that happens. At this point no one wants to buy because of the high taxes and nothing to show for it.

Bill Thompson

Thompson3725@gmail.com

We need a Metra station in Oswego!

Helen Thomson

Helenfranz@att.net

I would like to see a metra station in Oswego because it would not only cut down on my commute time to the city but it would make the city much more accessible to my children and I to explore and experience.

Shanna Thorpe

shanna1185@gmail.com

Please bring the Metra to oswego to increase commuters into the city and boost business sales in our downtown area.

Michael Tito

mtito329@hotmail.com

I would like to see a metra station in oswego because it would make it easier for us in this area to get to chicago. Whether that be for work or a short get away. Sometimes I chose not to go downtown cause the stations are so far away, but with a closer station it'd be hard not to resist going.

Wendy tobin

Wendytobin@gmail.com

I would like to see a Metra Station in Oswego because it would help shorten my commute and allow me to spend time with my family.

Amy Todd

amy36todd@yahoo.com

Michelle Tokars

Michikay89@gmail.com

I'd like to see a Metra station in Oswego because I live in Gates Creek West right across from Station Drive. I work for Arthur J Gallagher & my office is in the city right across from Union Station. My Husband also works for Accenture in the city. This would take significant time off our commute, which would give us more to spend with our family in the community that we love so much.

I also grew up in Oswego & this has been something that has been talked about for a long time. Oswego has grown significantly since I was a little girl & the train station is desperately needed for the many that make the commute to the city each day. I hope this time it finally gets done and isn't just talked about for the next 10 years.

Sincerely,

Michelle Tokars

Danielle Tull

Dcttull06@gmail.com

In favor of metro train station Oswego

U

Lisa Udy

bludy@comcast.net

I want Metra to come to Oswego because I will actually GO DOWNTOWN. The traffic, congestion, high cost of parking, all deter me from visiting and spending money in Chicago. Make it easier to get to and I WILL COME.

V

IDA J VANBOVEN

Ida8947@att.net

The convenience of having transportation to and from both the city and surrounding suburbs us vital to making Oswego an even more great town.

C Vargas

Scorpiocvf1@gmail.com

Trips to the city would be more frequent!

Katie Vaughsn

Katievaughan1377@yahoo.com

I would like a Metra station in Oswego so I can take the train to Chicago and go to the museums easier!

Christina Velazquez

Cvelazquez89@gmail.com

I'd like to see a Metra station in Oswego because the city is growing fast. It is impossible to get downtown Chicago for work now. We need public transportation in the area.

Bhargava Venishetty

Ulta

bhargavashetty@gmail.com

Metra will help easy commute and help save time and energy.

Michael Veseling

Oswego Fire Protection District

mveseling@oswegofire.com

I feel that the Oswego Metra Station is vital to the development of the far western suburbs, can ease roadway congestion, provide for more efficient transportation into and out of Chicago and the near suburbs, and link the suburbs with the city for cultural, sporting, health care, shopping, and entertainment services.

Marilyn Vidas

lowprofile001@hotmail.com

I would like to see a Metra station in Yorkville because I commute to Chicago on Metra every day and I have to drive to the Rt. 59 Metra station. I could go to Aurora, but it is a short distance from Rt. 59 and it is in another zone, so the cost is $20 more.

Tina Villarreal

idlechitchat@sbcglobal.net

W

Tina Wagner

tmwagner11@gmail.com

I would like a METRA station Oswego because my husband commutes to Downtown Chicago daily, and having a station closer to our home would help shorten his daily commute.

Andrew Walan

awalan175@gmail.com

I'd like to see a Metra station in Oswego because it will provide me the opportunity to take my family to the city and surrounding areas.

Timothy Walters

t71@comcast.net

I would like to see a Metra station in Oswego. It would provide easier access to the city; faster and less frustrating than driving. Also, no parking problems and fees once you're in the city. Much better than driving!

Alison Watson

Sterling Bay

alisonbeth1980@gmail.com

I would like a Metra stop in Oswego to save a 20 minute drive to Aurora every morning to commute to the city. The majority of Kendall County residents work outside of Kendall county & this would allow for more residents to commute to the city via public transportation.

Andrew Watson

singndrum17@sbcglobal.net

I would be eternally grateful for the Metra to be in Oswego because I have the greatest job I have ever had, but it's located in the city. It's best for my family to be in Oswego, so having a cleaner, more economical way to commute downtown would be a life-changer!

RYAN WATSON

rwatson@farmersagent.com

KENDALL COUNTY DESPERATELY NEEDS A METRA STATION AND I THINK THERE IS NO BETTER TOWN IN KENDALL COUNTY TO HAVE THAT THAN THE COUNTY SEAT, YORKVILLE. PLEASE TAKE YORKVILLE INTO CONSIDERATION FOR A METRA STOP. THANK YOU!

Robert Wayne

robywayne@gmail.com

I'd like to see a Metra station in Oswego because it would mean more opportunities for my family and I to explore our region, visit places like the Brookfield Zoo and Downtown Chicago without the nightmare of congested highways and travel delays.

Craig Wejner

Resident

Craig.wejner@att.net

Bring it now will help home sale values. Many people work in Chicago out here.

Brett Welter

Commuter

bjwelter@gmail.com

I would like to see a Metra Station in Yorkville, IL because I currently drive to the Aurora Station daily. Being able to reduce my commute by 20 minutes would greatly impact the time I spend at home with my family, and provide greater opportunity to patronize businesses closer to home. This would impact my life greatly!

Bryan Whitaker

Whitakeb86@gmail.com

Bringing the metra to Oswego would entice young professionals to move here and commute to the city. If weâ€™re going to develop downtown with nice apartments, weâ€™ll need new money coming in.

Justin Williams

Jut72@aol.com

I would like to see a metra station in Yorkville to reduce congestion, decrease travel times and allow for more activities in neighboring communities.

Tom Williams

tpwilliams23@hotmail.com

I'd like to see a Metra station in Oswego because it would shorten the downtown commute, lessen rush hour traffic on Rte 34 by commuters currently traveling to/from the Rte 59 Metra Station, provide easier access to downtown and other towns along the Metra route, create new business around the train station, improve property values, and bring in new business revenues from commuters from neighboring towns.

Andre Wiggins

awiggins@mbres.com

Right now I have a 15 minute drive to the Route 59 Metra station everyday. It would be great to have a station closer to home. Also, the Route 59 station is always crowded, especially with the recent change in schedule and removal of the 6:12am train.

Sean Wiggins

Resident/Citizen

sean.t.wiggins@gmail.com

I'd like to see a Metra station in Oswego because it is long overdue, will ease congestion from local city-bound commuters, and add value for Oswegonians as well as those communities already serviced by the BNSF spur.

Jovonte Williams

jdwilliams2@hotmail.com

I would love to have a train station either on Oswego or Yorktown. It would shorten the distance I drive to Aurora to catch the train now.

Jodie wise

jovnka1@sbcglobal.net

Please bring Metra to oswego. Many of our residents already park in oswego and take a bus to aurora

Christina Wojcik

christina.wojcik@yahoo.com

Really need a Metra station built so more public transportation is available

Nicole Wojnarowski

nwojnarowski311@hotmail.com

I'd like to see a Metra station in Oswego because it would allow us to be able to see family and friends in Chicago and also at stops along the route.

Claudia Wyngard

Village of Oswego

claud.w.10@gmail.com

I would like an Oswego Metra station because I am retiring in a month, will have way more time to go places and would like to use the metra for going to the city. Driving at night is more difficult for me as I age and the train is the perfect alternative.

Y

Amy Yanos

dinger871@yahoo.com

Jessica Yee

jessicayee26@gmail.com

I would like to see the Metra come to Oswego so that we have better public transportation and can get to the city easier.

Cyndy york

Cyork1949@gmail.com

Eco friendly

Easy for a Chicago trip

Donna Yudis

Donnayudis254@gmail.com

Z

Stacey zalga

Slz75@hotmail.com

Jeff Zawacki

jeffzawacki@gmail.com

Bringing metra to oswego would help reduce emissions, open up travel to Chicago, medical options.

Michael G Zdenovec

michael.zdenovec@gmail.com

There are too many people who drive up to Aurora from Oswego who use Metra.

Kyle Zikmund

Kz098123@yahoo.com

This would be amazing for all Oswego, Yorkville, Montgomery people who commute to Chicago and excessively put miles on their cars to just get to their job.

Paul Zmuda

commuter

pzmuda@munichreamerica.com

I'd like to see a Metra station in Oswego because I use Metra every Monday through Friday for work. I have to drive to Aurora to catch the train and the ability to catch the train right in town would be a HUGE benefit. I'd get home quicker, see more of my family, save on gas and reduce emissions. Plus I believe more local people might consider traveling downtown for a new job or to see the city if the station were a convenient option.

Additional comments

Antoinette

Struck1527@gmail.com

Dan

danskarr@gmail.com

Nichole

Nichole_yn@hotmail.com

Katie

I'd like to see a metra in Oswego so my husband can have more time at home with us!

More opportunities to connect with other western communities and Chicago while being environmentally responsible

Lisa

Lisa83x@gmail.com

I want to see the metro train come to Oswego! It would mean less time driving to the city especially since Oswego isnâ€™t close to an expressway entrance. We have lived in Oswego for 10 years now and love everything about it. We have family and friends that have visited and love it too and want to live out here but the number one reason the look elsewhere is their is no train to the city. And they donâ€™t want to have to drive to Aurora or Naperville to get on one. It would increase the population and therefore increase local spending.

I'd like to see a Metra stop in Oswego because it would open up many, many more job opportunities for those willing to commute to the loop.

Courtney

Brian

Bring the Metra to Oswego to reduce commute times and stimulate more businesses!

JLKUCH

Jfo1610@gmail.com

Anna

Annamarie419@aol.com

They should bring metra and a highway. Oswego is getting big enough.

Shannon

Shannond1187@gmail.con

I'd like to see a Metra station in Oswego because It would make my travel a bit easier and more convienent.

Mary

MArykelly35@hotmail.com

I would like to the see the metro in Oswego so we can get to the city easier. It would be great for home value that commuters would have easier access!

Bismah

Bismah24@outlook.com

Less commute time

BNSF Metra needs to be extended to Yorkville. Parking is hard to get at the Aurora station.

Expressway expansion

Dorelle Ackermann

Sierra Club, Climate Reality Leader

dor2427@comcast.net

I have 2 comments. First, 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. Second, 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.

William Barranco

Private resident

wsbarranco@gmail.com

I am writing as a constituent to urge you to establish a moratorium on expressway expansion in Chicagoland and redirect funds to transit, biking, and walking projects that carry greater long-term benefits at a much lower cost.

Despite decades of regional planning leaders urging cities and villages across metropolitan Chicago to build communities in ways that reduce driving, the region has only grown more car dependent. This rapid growth in driving has been spurred in large part by the pairing of car-centric suburban sprawl and roadway expansion that necessitates driving and makes walking, bicycling and transit less viable.

The planned expansions of I-294, I-290 and I-55 would cost a combined $7.4 billion, including $2 billion for expansion. In comparison, Chicago added 100 miles of new bikeways from 2011 to 2015 for $12 million, and converting expressway lanes to carpool lanes is inexpensive.

Illinois' Long-Range Transportation Plan should chart a bold course for reducing car-dependency and congestion in tandem with prioritizing alternatives to driving and supportive land uses. I urge you to direct IDOT to take the following steps:

1. Remove expressway expansion projects from the Statewide Transportation Improvement Program (STIP).

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.

3. Prioritize lasting, cost-effective congestion relief with strategies like better public transportation and rush-hour demand management.

Thank you for your consideration.

Eric Bergman

Private citizen of Glen Ellyn IL

ericbergman@sbcglobal.net

I support a focus improving existing development in settled areas and strongly oppose prov CTâ€™s like the extension of route 53 and Iliana highway that would open less developed areas to growth.

Patrick Daley

Patrick.Daly.4@gmail.com

Hello -- I am writing you to express my unhappiness with the current state of the draft plan. 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 conditions, the money would be better spent towards maintenance of existing infrastructure and investment in alternative modes of transportation (bus, rail, bicycling).

Thank you for your openness to feedback!

Kevin Hund

N/A

Kevin.L.Hund@gmail.com

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 (RSP s 22 and 23) projects should be eliminated. The Chicago region is too highway dependent already and a responsible development plan should not increase our highway dependence. The only highway projects that should remain are the I-290 lane addition to make it a uniform four lanes east of I-294 and interchange projects to reduce crashes. The money that is not spent wastefully increasing our highway capacity can be reprogrammed to improving the alternatives to highway travel, such as improving 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 to remove barriers to increased service on the UP-W, SWS, and HC lines, as well as electrifying the lines with little or no freight traffic (UP-N, MD-N, and RI). Electrifying these lines will significantly speed up average speeds by reducing time lost for stops, while improving air quality and freeing up cars and locomotives for increased service on other lines. 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.

Katie Hunt

Jackson Township

ktmae11@yahoo.com

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 and Illinois Rt 53 and all roads leading to/from these interstates. I believe great attention needs to be paid to the number of vehicles that are currently on the road and the number of vehicles that will be on the road with just the current plans in place for industrial growth. I work in Joliet and I become increasingly afraid to drive to Joliet each day given the traffic on Rt 53 and the lack of alternate, safer routes. On the way home from work, I need to check my route home for accidents/traffic and more than once have had to drive more than 20 minutes out of my way in search of a safe route with little to no traffic or accidents. Even with the safest of truck and car drivers, it is a hazardous drive. I avoid I-55 and Baseline/Arsenal Road at all costs because I am scared to drive with the excess amount of trucks. In one drive, I saw 4 trucks run red lights getting off of 55 to get to Centerpoint. These truck drivers constantly drive on roads not meant for trucks and we as residents have no recourse. We have to live with it. I am asking as a responsible party for infrastructure and growth that you please take some time and care when deciding what to further inundate our area with.

Jim McGrath

Retired

stanorjim@aol.com

The Rt 50 extension though Lake county needs to proceed. I understand there is push back from local governments. But I would counter that I am sure most of the residents objecting use our existing infrastructure of freeways and tollways without considering the convenience of these roadways and the inconvenience of those residents that were adversely affected when the roads were built. It took something like 40 years to get I355 built. But it was probably less than 5 years after I355 opened that a third lane was being added to each side. Following soon there after was the extension of I355 from I55 to I80 which made a lot of sense. Just like the Rt53 extension makes sense. The Rt 53 extension should proceed over the objections of some local governments for the betterment of the region to reduce traffic on surface streets and reduce congestion.

Kevin Monahan

Break The Gridlock

kevin@sol-house.org

Our tax dollars stretch far 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 than most roadways and highways. We cannot continue to expand the most polluting, dangerous, inefficient form of transportation and actually expect that we're also going to have better public transportation systems or usage. Chicago's balance between private and public transportation has heavily favored cars for the past two generations and it needs to change. Europe has wonderful highways and roadways, but they also have world-class public transportation systems--and their problems with automobile-related injuries, deaths, and pollution are significantly less than in our city, state, and country. Chicago and most of America needs a mode shift. I do not support any expansion of highways or creation of new highways in Chicagoland. I am fine with maintaining existing capacity (repaving, rebuilding bridges, etc), though I actually prefer reducing some automobile capacity by transitioning it to dedicated bus, bike, or train usage.

John Paige

Urban Planning Services, Inc.

j.paige@comcast.net

To the Decision-makers at CMAP re ONTO2050:

Your draft 2050 plan is grossly oriented to supporting a growing imbalance in our transportation system for northeastern Illinois. Continued focus and expansion on the roadway system will only cause increased driving, increased congestion, increased air pollution and increased carnage (deaths) on our highways. If you really want our transportation system to serve the betterment of our communities, making them more livable, more productive, more attractive, then the 2050 plan should emphasize a truly balanced transportation and urban design system, a system that makes all communities more walkable, bikeable, with more opportunities for casual gatherings, all of which can be knitted together with an improved public transit system. There is no doubt that for the last 70 years, the Chicago metro areaâ€™s transportation investments have favored mega-roadbuilding over bicycling, walking and public transit. Our transit system has dwindled while road building has mushroomed. Walking and bicycle have only recently become players, although very minor ones, in this transportation investment equation. It is imperative that we rebalance our transportation expenditures to grow and improve opportunities for bicycling, walking and public transportation. These benign, friendly and community fostering modes have been the poor step-child of the transportation system for the Chicago area for far too long. Let's make a change and give them a chance to prosper and take their needed place in the urban and suburban fabric. Expand the investment in and opportunities for biking, walking and public transportation. At a minimum, equalize expenditures, rebalance the vision, do not continue giving tens of billions to the roads and only peanuts to the walking and riders of this potentially great American metropolis.

John Paige, President

Urban Planning Services, Inc.

j.paige@comcast.net

Chicago

Michelle Peterson

mpaerosmth@att.net

I attended the CMAP meeting in New Lenox and asked a lot of questions regarding the improvements to infrastructure to handle the increased truck and vehicle traffic in Will county. I was not impressed. It is not enough to handle what is going on here. I see I 80 is getting revamped but many other arteries around it are not. I do not see this as a good solid plan to go forward with. I 55 is handling centerpoint traffic and Ridgeport and many other smaller developments around it's ramps. Nothing was planned to help this highway for the increased traffic it will gain. Rt 53 south of 80 also only had status quo fixing. Not enough. Rt 52 south of 80 is also status quo and not getting anything. Not enough with a truck stop possible in the plans and the growing traffic on it. Arsenal road getting repaved but that"s not enough to even handle what is going on there even without more growth and it's coming. Coming fast. Wilmington -Peotone rd getting a few more lanes near rt 53 but not far long this road. Not enough to handle what's even going on there now. I travel these roads and it's unsafe and crumbling as I write this. A REAL plan is needed. This is like throwing a cup if water on a wildfire. Please heed all comments and concerns for the safety of the people. People matter. Our lives matter. Be part of a solution and come up with a better plan. Ramps, streets, highways and interstates are getting abused by all this traffic and making it horrendous to travel. Unsafe and 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. I was not impressed with any of the things I seen and the growth I know to be here and coming. This is truly life and death decisions that you are making. Be wise and make them right. Make the right recommendations for all of us. Thank you

larry readman

no illiana 4 us

readmal@hotmail.com

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?

Steven Sondheim

stevensondheim@yahoo.com

Tame the Road expansion , instead provide access to. Reds locally and transit for longer distances. Tame Sprawl Enduced Driving by meeting worker's needs. Electrify Transportation for the Rest.

312-454-0400
info@cmap.illinois.gov
www.cmap.illinois.gov

The Chicago Metropolitan Agency for Planning (CMAP) is our region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a new long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See www.cmap.illinois.gov for more information.

FY19-0023 I | OCTOBER 2018