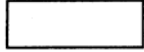




Chicago Area Transportation Study



To: CATS Policy Committee
From: Patricia Berry, Acting Deputy for Programming
Date: April 22, 2005
Subject: Public Comments on Proposed Revision to the FY 2005-2009
Transportation Improvement Program (TIP)

The following is a summary of the comments received on the proposed revision to the FY 05-09 Transportation Improvement Program and staff notes on those comments. Thirty-six comments were received. Copies of the comments are attached.

Kane County

Kane County wrote in support of the proposed FY 2005-2009 Transportation Improvement Program.

Jim Fisher (two comments)

Mr. Fisher suggested improvements to facilitate searching the TIP for specific projects. He requested that the TIP document posted on the web be revised to be easier to review. He also suggested restricting the use of dollar amounts that are the same as highway numbers. Finally, he suggested two specific projects for Boughton Road.

- A geographic information system, with the working title TIPIMS, is under development for use over the internet.
- The TIP chapters, appendices, and project listing will be posted in separate PDF files for easier downloading. Bookmarks for the individual chapters and appendices will be added.
- There is currently a CMAQ-funded signal interconnect project on Boughton Road between Woodward Avenue and Kings Road, spanning the area of Mr. Fisher's interest.

- The TIPIMS (Internet Mapping) system will allow the public to find highway projects independent of the financing fields; the difficulty Mr. Fisher notes stems from conducting a text search on a report.

Josh Deth

Mr. Deth commented that a project, Bloomingdale Ave Line Railroad Viaduct Removal from Hamlin Ave (Cook/Chicago) to Ashland Ave (Cook/Chicago), (TIP ID 01-03-0009), should be altered or removed, since the City of Chicago intends to use the viaduct for a bicycle facility.

- Mr. Deth's comment has been forwarded to the City of Chicago for their response. The project is classified as MYB (multi-year B list) and is therefore not in the fiscally-constrained, conformed TIP, but is listed for information purposes.

Thirty-one commenters

Thirty-one comments were received in opposition to including Route 53 right-of-way acquisition in the TIP (IL 53 North-South Tollway from IL 120 Belvidere Rd (Lake/Gurnee) to Lake Cook Rd (Lake/Long Grove), TIP ID 10-94-0047).

- MYB (multi-year "B") funding of \$100,000,000 for right-of-way acquisition for Route 53 has been removed as of the April 29, 2005 Work Program Committee meeting. The MYB classification is used for projects that are listed for information purposes only; they are not included in the fiscally-constrained, conformed TIP. All funding for a specific fiscal year for this project has been removed from the FY 2005 - 2009 TIP.

This project is also "Not Exempt" Conformed, and cannot be removed entirely from the FY 2005 - 2009 TIP because it is a conformity-neutral TIP (i.e., no revisions to the scope or completion year of non-exempt projects can be considered). The FY 2006 - 2010 TIP will consider revisions to non-exempt projects; inclusion of Route 53 can be reconsidered at that time. Also, Route 53 is modeled as an "RTP placeholder" for conformity in the 2030 scenario year. The RTP identifies a need for significant transportation improvements in the Central Lake County corridor.

Center for Neighborhood Technology (CNT)

CNT submitted a letter that did not comment directly on the content of the TIP, but rather stated that the TIP was difficult to understand, and should be restructured.

- The TIP documentation is technical in nature, as it is reviewed by federal agencies to verify that the region is complying with federal planning and programming requirements.

To respond to the general public need for a clearer presentation of the projects programmed in the TIP, CATS distributes the TIP Brochure. The brochure condenses the TIP's several hundred pages into a thirty page summary. It includes pie charts that give information on which implementers are receiving funds and what the sources of funding are. It also provides contact information for implementers so citizens can participate in project development at the earliest stages.

The suggestions CNT has made will be reviewed for possible incorporation into the TIP brochure. Additional suggestions for improving the brochure are always welcome.

CNT posed several specific questions:

1. They requested the total investment and year-by-year investment.
2. They also requested the proportion of expenditures devoted to maintenance versus new projects.
 - The total expenditures in the TIP and resources are shown in Chapter 3 of the TIP document. Each individual project's costs are outlined in the project listing, including fund sources, phases, and implementation year. This is provided in the TIP database as well. Selected reports are on the CATS website; individuals with specific interests may request specialized reports.
3. CNT's letter asked whether the TIP is responsive to broad-based support for more travel choice and safer pedestrian options.
 - Criteria to answer these questions would need to be determined during the RTP development process. The Shared Path 2030 Process to update the RTP is currently underway. The RTP meeting dates are posted on the CATS web site at <http://www.catsmpo.com> or <http://www.sp2030.com>.
4. The letter asked for the proportion of funds expended on transit versus highways.
 - As noted in the response to questions 1 and 2, specialized reports may be requested by individuals interested in investigating particular questions.
5. The letter asked which projects are "in the earliest planning stages and suitable for public involvement."

- Projects funded for preliminary engineering (phase I engineering) and projects with MYB funding are most likely to match the criterion. A report of such projects can be generated on request.
6. The letter asked how the TIP responds to federal Planning Emphasis Areas and to the UWP emphasis areas.
- The UWP emphasis areas were used in developing the region's planning work program. The UWP's influence on development of TIP itself, therefore, is indirect. The region's response to Federal planning emphasis areas is evaluated during federal certification review. To facilitate the federal review, the list of planning emphasis areas will be incorporated into the TIP document.

draft for WPO

County of Kane

RECEIVED

APR 04 2005

C.A.T.S.

KAREN McCONNAUGHAY
Chairman

OFFICE OF COUNTY BOARD

Kane County Government Center
719 Batavia Avenue
Geneva, Illinois 60134

Telephone: 630-232-5930
Fax: 630-232-9188
kmcconnaughay@kanecoboard.org

March 30, 2005

Chicago Area Transportation Study
Attn: Public Comments
300 West Adams Street
Chicago, IL 60606

Dear Sirs:

Thank you for the opportunity to make comments on the proposed FY 2005-2009 Transportation Improvement Program (TIP) and the proposed change to the CATS Metropolitan Planning Area (MPA) boundary.

Kane County has participated fully in the development of the TIP and the discussions regarding the proposed changes to the MPA boundary. We support both the proposed TIP and the proposed MPA boundary change. Considering the current development trends, the inclusion of Kendall County in the MPA is a logical expansion that will foster better communication and cooperative planning for the region.

On behalf of the Kane County Board, I pledge our continued participation and support of these and other important regional transportation planning activities.

Sincerely,



Karen McConnaughay
Chairman, Kane County Board

----- Original Message -----

From: "Fisher, Jim E. (contractor)" <Jim.Fisher@KRAFT.COM>

Date: Wed, 6 Apr 2005 17:41:39 -0500

Comments:

1.) Please fund a project to generate a web based application that allows a reviewer to search for a given intersection of two road ways and display a list of projects that touch and/or go through the intersection of these two roads.

1b) an alternative to this is to generate a grid that may be selected.

2) Suggest a project to optimize Boughton road between 355 and 53 due to the increased traffic caused by developments west of that area.

3) Suggest a project to follow-up with the above project to optimize Boughton Road between 53 and Weber road.

5) Please break the PDF into parts so that I can use the index PDF to find what sub-part I should open to look at only the information that interests me. Each chapter should be it's own PDF.

Finally, most people have a specific interest that they would like to verify that is in the plan, not in the plan, or not being considered for any improvements. You really need to figure out how a person can, in a matter of one hour or less, figure out how to read this document then search on the areas that are of interest. I would even suggest a view of the projects via a timeline map that shows which project ID's are going to be active between 2005 and 2030 (25 pictures) so people can see what is the current schedule of implementations.

Jim Fisher
Bolingbrook

312 933-5105.

_____ Sent via the WebMail
system at mail.catsmpo.com

[E-mail scanned for viruses]

----- Original Message -----
From: Josh Deth <joshdeth@speakeasy.net>
Date: Sun, 10 Apr 2005 19:05:34 -0500

Hello-

I would like to submit the following comment regarding the 2005-2009 Transportation Improvement Program.

On page 34, there is a project listing for "Bloomingdale Ave Line Railroad Viaduct Removal". I believe this is an old and inaccurate listing that should be revised to reflect current plans for this corridor. Over the past several years, the City of Chicago has expressed its intent to convert this unused railroad line into a greenway. Although the city may previously have wanted to remove all the viaducts, conversion to a trail would preserve the elevated character of the railroad. This project should be listed as a bicycle/pedestrian project and should be titled to reflect the intended conversion to a greenway.

From the TIP:

BLOOMINGDALE AVE LINE RAILROAD VIADUCT REMOVAL FROM HAMLIN AVE
(COOK/CHICAGO) TO ASHLAND AVE (COOK/CHICAGO) Z-OTHEX EXEMPT EXEMPT MISCELLANEOUS
EXEMPT PROJECTS
01-03-0009 STP-E CONSTRUCTION MYB TOTAL COST: \$19,000 FEDERAL COST:
\$15,200 2 SEGMENT:
01-03-0009 STP-E ENGINEERING-I MYB TOTAL COST: \$1,000 FEDERAL COST:
\$800 1 SEGMENT:

Thank you.

Josh Deth, President
Friends of the Bloomingdale Trail
joshdeth@speakeasy.net
<http://www.bloomingdaleraill.org>

[E-mail scanned for viruses]

----- Sent via the WebMail
system at mail.catsmpo.com

[E-mail scanned for viruses]

FWD Against Rt 53 Extension to Grayslake VanDerVeer 050413.txt
Subject: FWD: Against Rt 53 Extension to Grayslake

----- Original Message -----
From: "Richard A. Van Derveer" <vanderveer@ocenco.com>
Reply-To: "Richard A. Van Derveer" <vanderveer@ocenco.com>
Date: Wed, 13 Apr 2005 10:02:32 -0500

To whom it may concern,

We are very much against the consideration of the extension of Rt 53 terminating at Rt 120 in Grayslake. Route 120 is already congested going east bound to I-94 and the extension would only make the situation worse.

Widening the other east-west and north-south roads would do more to alleviate the congestion that occurs now may provide a better future termination point.

Respectfully,

Richard A. Van Derveer
1476 Colbee Benton Road
Grayslake, IL 60030

_____ Sent via the WebMail
system at mail.catsmpo.com

[E-mail scanned for viruses]

FWD comment Walton 050413.txt

Subject: FWD: comment

----- Original Message -----

From: Mary E Walton <catdoglover1@juno.com>

Date: Wed, 13 Apr 2005 11:01:54 -0500

To Whom It May concern

This e-mail is being sent in response to your recently issued 2005-2009 Transportation Improvement Project.

I am ADAMANTLY opposed to your proposal to include \$100,000,00 in the TIP for right of way acquisition of land for the extension of Rt. 53. I say NO NO NO!!!

The extension of Rt 53 WILL NOT improve our crowded Lake County roads. It will only bring more development, more houses with more children, needing more schools. And there isn't one school district in Lake County that doesn't have financial problems. Gurnee was just turned down on a tax increase for the SEVENTH time!

Further, that \$100,000,000 could, and should, certainly be used to improve EXISTING roads.

Please stop pandering to the few who will gain by this project, and consider the rest of the hard working people of Lake County, driving on out dated and sometimes, unsafe highways.

Sincerely,

Mary Walton
33545 N. Mill Rd.
Wildwood, IL 60030

[E-mail scanned for viruses]

----- Sent via the WebMail system at mail.catsmpo.com

[E-mail scanned for viruses]

FWD Comments on 2005 - 2009 TIP Marvet 050413.txt

Subject: FWD: Comments on 2005 - 2009 TIP

----- Original Message -----

From: Larry Marvet <lmarvet@gmail.com>
Reply-To: Larry Marvet <lmarvet@gmail.com>
Date: Wed, 13 Apr 2005 10:14:23 -0500

To Whom It May Concern,

Please remove any funding for right-of-way land acquisition to extend Route 53. The Tollway Authority does not have funding, nor have they planned, to build this road and the people of Lake County are against this extension.

Route 53 will destroy numerous environmentally sensitive areas in Lake County and increase sprawl greatly in our area. All planning, land acquisition and discussion of the extension of Route 53 should be permanently stopped and funds used for more worthy infrastructure problems in our area.

--
Larry Marvet, Conservation Chair
Sierra Club Woods & Wetlands Group
760 Clohesey Drive
Buffalo Grove, IL 60089
(847) 523-5495 work
(847) 537-2083 home
larry.marvet@illinois.sierraclub.org

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Sent via the WebMail system at mail.catsmpo.com

[E-mail scanned for viruses]

FWD Drop the IL 53 ROW acquisition funds Sands 050413.txt
Subject: FWD: Drop the IL 53 ROW acquisition funds

----- Original Message -----
From: "Mike Sands" <mi kesands@prai ri ecrossi ng. com>
Reply-To: <mi kesands@prai ri ecrossi ng. com>
Date: Wed, 13 Apr 2005 09:27:33 -0500

In the recent TIP list of projects I notice \$100,000,000 for ROW acquisition for IL 53 from IL 120 south to the Lake Cook Road. Given the much greater priorities in our transportation needs, the controversy of the project and the dropping of the project from the earlier plans by both IDOT and ISTHA, this seems to be a ludicrous proposed use of funds.
I strongly oppose funds for further Route 53 ROW acquisition.

Michael W. Sands, Ph.D.
Environmental Team Leader
Prairie Crossing
32400 North Harris Road
Grayslake, IL 60030
Tel: 847-548-4062 ext 10

system at mail.catsmpo.com Sent via the WebMail

[E-mail scanned for viruses]

FWD Inclusion of ROW acquisition for 53 SZingle 050413.txt
Subject: FWD: Inclusion of ROW acquisition for 53

----- Original Message -----

From: SZingle@aol.com
Date: Wed, 13 Apr 2005 09:41:33 EDT

The TIP includes \$100,000,000 for right of way acquisition for the proposed extension of 53 into Lake County. This road remains highly controversial, there is no public consensus to build it. There has been no decision to build it. To continue to waste money that could be put to good use elsewhere on such a boondoggle is preposterous.

It shows the Tollway Authority as the project sponsor. Yet the Tollway's recently issued 10-year plan, which goes far beyond the scope of the TIP, specifically EXCLUDES the extension of 53. The plans issued by various agencies should be consistent. The Tollway's position is clear. An expenditure of this magnitude could not be achieved without a significant toll increase -- that has been neither proposed nor discussed.

Remove the ROW line item from the TIP.

_____ Sent via the WebMail
system at mail.catsmpo.com

[E-mail scanned for viruses]

FWD KILL 53!!!!!!!!!! Stotts 050413.txt
Subject: FWD: KILL 53!!!!!!!!!!

----- Original Message -----
From: mnkyhsdsgn@aol.com
Date: Wed, 13 Apr 2005 11:08:36 EDT

To whom it may concern.

WHEN ARE YOU GUYS GOING TO FINALLY STOP PUSHING FOR THE UNNECESSARY, ABSURDLY EXPENSIVE, VEHEMENTLY OPPOSED ROUTE 53 EXPANSION?!

After all of the obvious negative reaction to the 53 expansion that it's proponents have faced in every single hearing/presentation given on the subject, and as many times as it has been shot down, WHY are there still such covert efforts to fund this project.

53 IS NOT WANTED...NOT WITH A CAPITAL "N." KILL IT. PUT IT IN THE TRASH, WHERE IT BELONGS.

I'm a Grayslake resident, who had worked in Palatine, where 53 currently ends. 53 would be a traffic nightmare and a disaster for Lake County. Lets stop wasting time on this albatross, and put the money into expanding local roadways only.

Robert Stotts
1449 Indi angrass Lane, Grayslake Illinois 60030

----- Sent via the WebMail
system at mail.catsmpo.com

[E-mail scanned for viruses]

FWD NO ROUTE 53 Hammer 050413.txt

Subject: FWD: NO ROUTE 53

----- Original Message -----

From: Patrick & Linda Hammer <hamlynch2002@yahoo.com>

Date: Wed, 13 Apr 2005 08:50:41 -0700 (PDT)

We are completely opposed to the the route 53 expansion.
Studies have shown adding highways doesn't improve traffic it only encourages more
home developments which in turn brings more traffic.

I pay enough in tolls and other tax's and don't need anymore.

NO ROUTE 53 EXPANSION.

Patrick and Linda Hammer
1046 Prairie Trail
Grayslake, Illinois 60030

Do you Yahoo!?
Make Yahoo! your home page
<http://www.yahoo.com/r/hs>

[E-mail scanned for viruses]

system at mail.catsmpo.com Sent via the WebMail

[E-mail scanned for viruses]

FWD route 53 Theer 050413.txt

Subject: FWD: route 53

----- Original Message -----

From: zachwt@aol.com

Date: Wed, 13 Apr 2005 12:24:09 -0400

I am against route 53 and any new tolls for Illinois.

Tim Theer
574 Bluestem Lane
Grayslake, Illinois 60030

_____ Sent via the WebMail
system at mail.catsmpo.com

[E-mail scanned for viruses]

FWD SPAM TIP Comments Ray 050413.txt
Subject: FWD: [SPAM] TIP Comments

----- Original Message -----
From: Raine Ray <raine@raineray.com>
Date: Wed, 13 Apr 2005 08:52:39 -0500

I am against the TIP including \$100,000,000 for right of way acquisition for the extension of Route 53 as a multi-year project, showing the Tollway Authority as champion. It does not reflect the Tollway's recently issued 10-year plan, which does not include 53.

Lorraine A. Ray
27247 North Fairfield Road
Wauconda, IL 60084
847-526-8422

----- Sent via the webMail
system at mail.catsmpo.com

[E-mail scanned for viruses]

FWD Take route 53 right of way purchase out of plan Koch 050413.txt
Subject: FWD: Take route 53 right of way purchase out of plan

----- Original Message -----

From: Jill Koch <jillkoch@tds.net>
Date: Wed, 13 Apr 2005 08:48:17 -0500

The new TIP includes \$100,000,000 for purchasing land for the extension of Route 53.

This does not reflect the Tollway's recently issued 10-year plan, which does not include 53. This CLEARLY could not be achieved without an additional toll increase.

Please take this out, and abide by the Tollway's 10-year plan!

Thank you,

Jill Koch
166 Augusta
Grayslake, IL 60030

--

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system at mail.catsmpo.com Sent via the WebMail

[E-mail scanned for viruses]

FWD Route 53 Extension Bigelow 050414.txt
Subject: FWD: Route 53 Extension

----- Original Message -----

From: "Jack Bigelow" <jbigelow47@msn.com>

Date: Wed, 13 Apr 2005 12:11:38 -0500

I am opposed to the extension of Route 53 and resent the fact that it is included in the TIP. Please remove it.

John O. Bigelow
Grayslake, Illinois

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Sent via the WebMail system at mail.catsmpo.com

[E-mail scanned for viruses]

FWD Route 53 extension funding in barg 050414.txt
Subject: FWD: Route 53 extension funding in

----- Original Message -----

From: "steve barg" <sbarg@libertyprairie.org>

Date: Wed, 13 Apr 2005 17:21:24 -0700

To Whom it may concern,

I am writing to express my outrage at the inclusion of \$100,000,000 of right-of way acquisition in the Transportation Improvement Program proposed budget for Route 53 extension. The Tollway Authority did not include any budget or proposed activity for Route 53 extension in their recently approved 10-year plan. This back-door process to keep this plagued project alive is deceptive and manipulative.

Steve Barg

Steve Barg
Executive Director
Liberty Prairie Conservancy
32400 Harris Road
Grayslake, IL 60030
Office: 847 548-5989, ext. 31
Fax: 847 548-7592
www.libertyprairie.org

_____ Sent via the WebMail
system at mail.catsmpo.com

[E-mail scanned for viruses]

FWD Route 53 hides 050414.txt

Subject: FWD: Route 53

----- Original Message -----

From: "Brian Hides" <bhides@gszpartners.com>

Date: Wed, 13 Apr 2005 14:52:46 -0500

Hello,

I am writing to officially state my disapproval of the proposed \$100MM funding of the right-of-way acquisition for the extension of Route 53 from Lake Cook Road up to Route 120 in Grayslake.

As a life-long Lake County resident, I feel that the extension of route 53 does more harm than good, and that any money is better spent on widening the arterial streets and state highways that currently run through the area.

Thank you for your time and attention,

Brian Hides

1352 Wild Indigo

Grayslake, IL 60030

BH@GSZPartners.com

system at mail.catsmpo.com Sent via the WebMail

[E-mail scanned for viruses]

FWD route 53 kul i s 050414.txt

Subject: FWD: route 53

----- Original Message -----

From: "Joe Kul i s" <kul i smj@rcn.com>
Date: Wed, 13 Apr 2005 21:21:01 -0500

To whom it may concern,

I am opposed to route 53 and I vote.

Sincerely,

Margaet Kul i s
1350 Coneflower Rd.
Grayslake IL 60030

system at mail.catsmpo.com Sent via the WebMail

[E-mail scanned for viruses]

FWD Route 53 Stearns 050414.txt

Subject: FWD: Route 53

----- Original Message -----

From: "qestearns" <qestearns@yahoo.com>

Date: Wed, 13 Apr 2005 16:45:36 -0000

I am confused about how the Route 53 project ended up on the table again. As a citizen of Illinois, and a taxpayer, I cannot understand why one thing is said (Tollway took it off the table) and then it is put back on. Please use funds to widen Rt45 and other projects that desperately need to be done first.

Elizabeth Stearns

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_____ Sent via the WebMail
system at mail.catsmpo.com

[E-mail scanned for viruses]

FWD I am against the Rt. 53 extension Reissenweber 050414.txt
Subject: FWD: I am against the Rt. 53 extension

----- Original Message -----

From: "Aimee Reissenweber" <areissenweber@hotmail.com>

Date: Wed, 13 Apr 2005 12:41:47 -0500

I am a resident of Grayslake, Illinois, and I am against the extension of Route 53.
I am also opposed to any use of highway tolls as a way of funding such a project.

Best regards,
Aimee Reissenweber

[E-mail scanned for viruses]

system at mail.catsmpo.com Sent via the WebMail

[E-mail scanned for viruses]

FWD di sapproval of resident langdon 050414.txt
Subject: FWD: di sapproval of resident

----- Original Message -----

From: "DewAnn" <c.langdon@comcast.net>

Date: Thu, 14 Apr 2005 08:59:26 -0500

dear CATS,
as a resident of grayslake, i strongly di ssaprove of any road improvement project
which includes funding or plans for the extension of route 53 in this area. there
are many other local roads that need widening and improvement first.
dewann langdon

_____ Sent via the WebMail
system at mail.catsmpo.com

[E-mail scanned for viruses]

Untitled arendovich 050414.txt

----- Original Message -----

From: PETER ARENOVICH <parendovich@yahoo.com>

Date: Thu, 14 Apr 2005 06:54:15 -0700 (PDT)

I am opposed to the proposal to the extension of I-53 to make it a part of the tollway system

Peter Arendovich

_____ Sent via the WebMail
system at mail.catsmpo.com

[E-mail scanned for viruses]

FWD 2005-2009 TIP Rt. 53 right-of-way acquisition in Lake County fishbein 050414.txt
Subject: FWD: 2005-2009 TIP: Rt. 53 right-of-way acquisition in Lake County

----- Original Message -----

From: "Justin Fishbein" <federico48@EarthLink.net>
Date: Wed, 13 Apr 2005 15:20:13 -0700

The recommendation to spend \$100,000,000 for right-of-way acquisition for an extension of Illinois Route 53 through Lake County is ridiculous, outrageous and an embarrassment to everyone concerned with transportation planning. The governor has not endorsed the extension. The extension is not in the current Federal Highway Bill. Voters in Lake County recently rejected imposing a tax to improve local transportation, so you think they'll go for higher taxes or higher tolls to fund the acquisition?

The State of Illinois lacks funds for such projects. And similar projects are being opposed throughout the world because of concerns they would facilitate urban sprawl. So where would the hundred-million come from: boosting tolls? If so, how much? How would the public respond?

And since funds for construction are not available now and may never be, you favor taking the right-of-way off the tax rolls and allowing it to sit idle for years, even decades? That's good planning? How much will that cost Lake County taxpayers?

Personally I would like to see CATS recognized as a leader in the field of transportation planning, not as an agency with its head in the sand.

If all you can do is come up with such an ill-conceived plan to spend a hundred-million dollars on a questionable project, then perhaps it's time to clean house and bring in planners who are familiar with the fiscal, social and political realities of the Chicago area.

Justin M. Fishbein
1451 Calais Circle
Highland Park, IL 60035-3920

system at mail.catsmpo.com Sent via the WebMail

[E-mail scanned for viruses]

FWD (no subject) Minsky 050414.txt

Subject: FWD: (no subject)

----- Original Message -----

From: Client Support <nutrocon@aol.com>

Reply-To: nutrocon@aol.com

Date: Wed, 13 Apr 2005 16:32:59 -0500

I vehemently oppose \$100,000,000 for right of way acquisition for the extension of Route 53 as a multi-year project, showing the Tollway Authority as champion. It does not reflect the Tollway's recently issued 10-year plan, which does not include 53. This clearly could not be achieved without an additional toll increase.

The Minsky's
893 Shooting Star Rd
Grayslake, IL 60030

_____ Sent via the WebMail
system at mail.catsmpo.com

[E-mail scanned for viruses]

RE Feedback on TIP Fisher 050414.txt

From: Fisher, Jim E. (contractor) [Jim.Fisher@KRAFT.COM]
Sent: Thursday, April 14, 2005 8:04 AM
To: 'Ross Patrosky'
Subject: RE: Feedback on TIP.

Hi Patricia,

Thanks for the confirmation.

I do have one more piece of input:

When setting/accepting dollar amounts for projects, please do not allow any dollar amounts that are divisible by any 3 digit roadway.

Even if a vendor submits 355,000 as a proposal, have them change it to 229,900 or 356,000.

For example, when I was searching the PDF for Interstate 355, half of my hits were dollar amounts.

Example numbers to exclude from dollar amounts:
355, 290 294 394 and 190

I think that is a reasonable request at least until a tool is developed to help reviewers search for roads against only road name data.

Regards,

Jim.

-----Original Message-----

From: Ross Patrosky [mailto:rpatrosky@catsmpo.com]
Sent: Wednesday, April 13, 2005 5:17 PM
To: Jim.Fisher@KRAFT.COM
Subject: RE: Feedback on TIP.

Dear Mr. Fisher:

Thank you for your comments regarding the proposed FY 2005 - 2009 Transportation Improvement Program (TIP).

The Work Program Committee is scheduled to meet on April 29, 2005. At that time they will consider your comments and the comments of other citizens and officials in the region on the proposed program. They will forward their recommendation to the CATS Policy Committee, which is scheduled to meet on June 9, 2005 to consider adoption of the FY 2005 - 2009 TIP.

If you have any questions or concerns, please contact Teri Dixon at (312) 793-3480, or by e-mail at tdixon@catsmpo.com.

Sincerely,

Patricia Berry
Acting Deputy Director
Chicago Area Transportation Study

----- Original Message -----
From: "Fisher, Jim E. (contractor)" <Jim.Fisher@KRAFT.COM>
Date: Wed, 6 Apr 2005 17:41:39 -0500

RE Feedback on TIP Fisher 050414.txt

Comments:

1.) Please fund a project to generate a web based application that allows a reviewer to search for a given intersection of two road ways and display a list of projects that touch and/or go through the intersection of these two roads.

1b) an alternative to this is to generate a grid that may be selected.

2) Suggest a project to optimize Boughton road between 355 and 53 due to the increased traffic caused by developments west of that area.

3) Suggest a project to follow-up with the above project to optimize Boughton Road between 53 and Weber road.

5) Please break the PDF into parts so that I can use the index PDF to find what sub-part I should open to look at only the information that interests me. Each chapter should be it's own PDF.

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Jim Fisher
Bolingbrook

312 933-5105.

Sent via the
WebMail system at mail.catsmpo.com

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Untitled spurgeon 050414.txt

----- Original Message -----

From: "Debbie Spurgeon" <dspurgeon@cherrycorp.com>
Date: Wed, 13 Apr 2005 16:52:47 -0500

It seems apparent to me that manipulation of the process is alive and well at the Illinois Tollway Authority! The TIP identifies \$100,000,000 for right-of-way acquisition for the extension of Route 53 with our illustrious Tollway Authority as project champion. This same Tollway Authority's recently issued 10-year plan does NOT include the extension of Route 53. Clearly, this could not be accomplished without yet another toll increase.

Local municipalities' roadways (as well as county roadways) are already inundated with semi-truck traffic since the last toll increase. If the Illinois Tollway Authority has an extra \$100,000,000 laying around, CATS should suggest it be used to offset local enforcement and road repair costs due to use by unauthorized; over-weight vehicles.

Debbie Spurgeon
Wadsworth, Illinois

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system at mail.catsmpo.com

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FY 05-09 TIP Comments Roberts 050414.txt
Subject: FY 05-09 TIP Comments

----- Original Message -----
From: "Bill Roberts" <Bill.Roberts@grainger.com>
Date: Wed, 13 Apr 2005 15:19:37 -0500

I disagree with the intent to use \$100MM in back-door funding to acquire right-of-way land to extend Route 53. The voters have already spoken and have clearly stated that they want existing road improvements, not 53 pipe dreams. NO to any money for Route 53 expansion.

Bill Roberts
Grayslake, IL

_____ Sent via the WebMail
system at mail.catsmpo.com

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FWD SPAM FY 05-09 TIP Comments Dann 050414.txt
Subject: FWD: [SPAM] FY 05-09 TIP Comments

----- Original Message -----
From: "Donald R. Dann" <donniebird@yahoo.com>
Reply-To: <donniebird@yahoo.com>
Date: Wed, 13 Apr 2005 15:26:49 -0500

I am writing to express my strong objection to the recently issued Transportation Improvement Project, which includes \$100,000,000 for right of way acquisition for the extension of Route 53 as a multi-year project. This does not reflect the Tollway's recently issued 10-year plan, which does not include 53.

This clearly could not be achieved without an additional toll increase, and it's a bad, back door way of trying to keep a project alive which clearly does not have the support of the majority of the community.

Donald R. Dann
60 Ravi noaks Lane
Highland Park, IL 60035
Ph/Fx: 847-266-2222
Cell: 847-997-1011
Email: donniebird@yahoo.com

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Fw FY 05-09 TIP Comments Tors 050415.txt

From: Kopec, Don P [KopecDP@dot.il.gov]
Sent: Friday, April 15, 2005 7:34 AM
To: pberry@catsmpo.com; rpatronsky@catsmpo.com
Subject: Fw: FY 05-09 TIP Comments

-----Original Message-----

From: terrain@juno.com <terrain@juno.com>
To: dkopec@mail.catsmpo.com <dkopec@mail.catsmpo.com>
Sent: Thu Apr 14 22:14:33 2005
Subject: FY 05-09 TIP Comments

Dear Mr. Kopec,

I am very concerned about the "\$100,000,000 for right of way acquisition for the extension of Route 53" in the Transportation Improvement Project budget. This project was not included in the Tollway's 10-year plan and should not be used to extract extra money with toll increases.

Illinois taxpayers have clearly voiced their objections to the 53 expansion project and the Chicago Area Transportation Study should not endorse this undemocratic mismanagement of public funds.

Sincerely,

Jack Tors

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FWD 2005-2009 Transportation Improvement Project Mundt 050415.txt
Subject: FWD: 2005-2009 Transportation Improvement Project

----- Original Message -----

From: Mundt1@aol.com
Date: Thu, 14 Apr 2005 22:54:22 EDT

No 53 extension please.

_____ Sent via the WebMail
system at mail.catsmpo.com

[E-mail scanned for viruses]

FWD I am strongly opposed Hanninen 050415.txt
Subject: FWD: I am strongly opposed to this sudden change in the
Tollways ten year plan and now pushes for the extention of Route 53. Do
Not Extend/Expand Route 53 period let alone at such expense. constance
hanninen at 836 blazing star rd. grayslake, il. 60030

----- Original Message -----
From: Constance Hanninen <constanceh@sbcglobal.net>
Date: Thu, 14 Apr 2005 14:00:19 -0700 (PDT)

I am strongly opposed to any change in the Tollways ten year plan which would push
for the extension/expansion of route 53. Do not expand/extend route 53 at such
expense. Constance Hanninen at 836 Blazing Star Rd Grayslake, il 60030

_____ Sent via the WebMail
system at mail.catsmpo.com

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FWD Stop Rte 53 Extension Harmon 050415.txt
Subject: FWD: Stop Rte 53 Extension

----- Original Message -----

From: bob@theharmons.net
Date: Thu, 14 Apr 2005 22:35:47 -0500

CATS has issued its 2005-2009 Transportation Improvement Project (TIP) for public comment. I am commenting. <Grrrrr>

I protest your inclusion of \$100,000,000 in the TIP for right of way acquisition for the extension of Route 53 as a multi-year project, showing the Tollway Authority as champion.

Even the Tollway Authority's recently issued 10-year plan does not include Route 53. We do not want Route 53 extended through Prairie Crossing. Stop 53 extension or else!

Robert Harmon
1475 Turks Cap Road
Grayslake, IL 60030

_____ Sent via the WebMail
system at mail.catsmpo.com

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FWD Rt. 53 extension funding Harney 050418.txt
Subject: FWD: Rt. 53 extension funding

----- Original Message -----
From: "Susan Harney" <sueharn@earthlink.net>
Reply-To: sueharn@earthlink.net
Date: Fri, 15 Apr 2005 17:31:32 -0700

To the Transportation Officials who included funding for Rt 53 extension despite widespread public opposition. What does it take to get through to you? This project is widely opposed by the people who have to pay for it. PLEASE REMOVE It from the funding request you are submitting to the Federal Government. Your blatant disregard of what the majority of people want in this state and your refusal to our desires is self serving, wrong and creates disillusionment and outrage on the part of the people who pay your salaries. Please stop. Sue Harney

Susan Harney
sueharn@earthlink.net
EarthLink Revolves Around You.

_____ Sent via the WebMail
system at mail.catsmpo.com

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FY05-09 TIP Comments Mathews 050418.txt
Subject: FY05-09 TIP Comments

----- Original Message -----

From: TimMary747@aol.com
Date: Sat, 16 Apr 2005 22:04:14 EDT

We do not need any more money spent on the extension of 53 into Lake County when we have so many other more important needs that need funding first. We need more rail improvements, and we need the current tollways rebuilt first. Mary Mathews

_____ Sent via the WebMail
system at mail.catsmpo.com

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FY 05-09 TIP Comments Doros 050418.txt
Subject: FY 05-09 TIP Comments

----- Original Message -----
From: cheryl.doros@comcast.net
Date: Fri, 15 Apr 2005 16:42:31 +0000

It's very distressing that you included in CATS 05-09 TIP \$100,000.00 for right-of-way acquisition for Rt. 53. This road has been a black sinkhole for dollars that should be used to improve (and maintain) existing infrastructure. Rt. 53 is not included in the ISTHA's 10-year plan and until this recent toll increase ISTHA didn't even have enough money for existing maintenance and improvements. Now ISTHA is building another road (I-355) that won't pay for itself (as Rt. 53 will not).

IDOT continues to buy RT. 53 ROW, then doesn't have money for existing road improvements that are long overdue.

Rt. 53 is, at the least, a \$2-billion project. ANY dollars allocated need to go to doable, common sense projects that will actually help move traffic now. Time is overdue to be fiscally responsible. Please remove this ROW acquisition funding from the 05-09 TIP.

Thank you.

Cheryl Doros

_____ Sent via the WebMail
system at mail.catsmpo.com

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FWD route 53 extension Attar 050420.txt

From: Tom Murtha [publiccomments@mail.catsmpo.com]
Sent: Wednesday, April 20, 2005 11:15 AM
To: tdiixon@catsmpo.com
Cc: rpatronsky@catsmpo.com
Subject: FWD: route 53 extension

----- Original Message -----

From: "Alison Attar" <alihar@sbcbglobal.net>
Date: Tue, 19 Apr 2005 20:44:56 -0500

To whom it may concern

Although my computer is unable to handle your sizeable document listing planned transportation projects, I am told that the route 53 extension is still on the table. As a Grayslake resident, I must object to this ill-conceived extension. I do not oppose the concept of finishing a suburban highway loop in Lake County, but the currently proposed extension is carelessly planned. Running a highway through precious wetlands and depositing unimaginable numbers of cars at the Almond Marsh is thoughtless. Take your cars to Gurnee, where the traffic and consumers are a welcome sight.

Dr. Alison E. Attar

system at mail.catsmpo.com Sent via the WebMail

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April 20, 2005

Mr. Don Kopec
Acting Executive Director
Chicago Area Transportation Study
300 W. Adams, 2nd Floor
Chicago, IL 60606

RE: 2005-09 TIP and Expansion of the MPO

Dear Don:

Thank you for the opportunity to comment on these two important matters. Our overall comment is that the information provided is an inadequate foundation for public response.

In the case of the TIP, some of the information we identify as "missing" is buried within charts, tables, abbreviations and technical terms. We are of the opinion that the Overview and Summary should not be a description of CATS' internal processes and the authority of various implementers but a substantive description of funding strategies, opportunities and constraints. Obtuse treatment of the TIP deprives CATS of the public's knowledgeable support (and potential acquiescence to a funding, i.e., tax, increase).

For instance:

1. What is the total investment projected and the year-by-year investment?
2. What proportion is devoted to maintenance and what proportion to new projects?
3. Is the TIP responsive to broad-based support for more travel choice and safer pedestrian options?
4. What proportion of funding is for transit; what proportion for highways?
5. Which projects are in the earliest planning stages and suitable for public involvement in a Context Sensitive Solutions process?
6. How does the TIP respond to federal Planning Emphasis Areas and to CATS recently adopted emphasis areas for the Unified Work Program?

In providing a list that is not aggregated into these kinds of policy categories, CATS a) seems to assume the public's only approach to transportation decision-making is a parochial desire to look up individual project(s) of interest and b) makes it very difficult for the public to even find their favored projects.

In the case of MPO expansion the web explanation is similarly obtuse and misleading.



STRATEGIES FOR LIVABLE COMMUNITIES

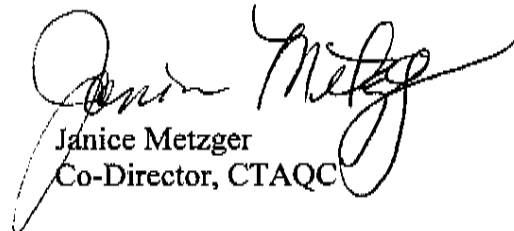
1. The statement that "It would be appropriate for both agencies (NIPC and the RTA) to review their boundaries" is disingenuous. NIPC and the RTA are statutorily defined by the Illinois General Assembly and can't amend their boundaries. CATS does not have statutory authority or the state-defined public accountability that goes with it.
2. CATS does not address the current imbalance in the CATS Policy Committee (Chicago and Cook County, with two-thirds of the region's population have less than 20% of the votes on the MPO), nor does it indicate that bringing in a county smaller than many Cook County municipalities (and smaller than all Chicago wards) would tip that balance further from the areas that contribute the bulk of the region's tax receipts.
3. The minimal cost-benefit explanation applies only to Kendall County. It does not address the costs to populated areas within the existing MPO region, which will see their discretionary dollars (CMAQ and UWP, for instance) further diluted to accommodate a county with several expensive project proposals but only 54,000 people.
4. According to the 2005-09 TIP, the two and a half Kendall County townships that are within the current MPO area are scheduled to receive \$42 million discretionary dollars (including multi-year (MYB) projects, but excluding county and local STP funds). This appears to be a higher per capita investment than in the rest of the region. To what extent will Kendall County's share of regional discretionary funds increase when all the townships are part of the MPO?

To return to the critical policy implications alluded to in point #1 of this section, we are not suggesting that the MPO boundaries be forever static. We are suggesting there should be an integrated approach to defining regional boundaries, responsibilities and benefits. Expansion of the MPO should not allow a county to draw on the benefits but avoid the responsibilities and costs. Kendall County should become a full partner, including acceptance of the Facilities Planning Area process administered by NIPC, application of the RTA sale tax and contribution to the costs of data acquisition and management. We submit with our comment one of several documents outlining actual costs for Kendall County to participate in the NIPC planning process, which we were able to receive by FOIA. The costs are formidable, exceeding a quarter of a million dollars just to collect necessary data. CATS does the region a disservice by blithely proclaiming that NIPC and the RTA should consider boundary adjustments, while ignoring the costs that some part of the region will bear in order to accommodate Kendall County.

Sincerely,



Jacky Grimshaw
Vice President for Policy



Janice Metzger
Co-Director, CTAQC

Encl: Memo May 20, 1997, Projected Revenues and Expenditures for Kendall County

- DRAFT -

May 20, 1997

To: Phillip D. Peters, Executive Director
 From: John A. Swanson, Associate Director
 Subject: Projected Revenues and Expenditures for Kendall County

The following is an initial projection of revenues and expenditures associated with adding Kendall County to NIPC:

Revenues

Using the existing local government contribution formulae, we would request the following amounts from Kendall County local governments based on the 1995 revenues listed in the Illinois Comptroller's Office Local Government Financial Database:

Kendall County	\$4,545
Kendall County Forest Preserve District	201
Village of Lisbon	125
Village of Millington	125
Village of Newark	125
Village of Oswego	607
City of Plano	533
Village of Yorkville	749
Oswegoland Park District	125
Yorkville - Bristol Sanitary District	<u>303</u>
Total Revenues	\$7,438

Other possible revenues, which cannot be estimated at this time, might include fees for facility planning area reviews; Unified Work Program funds for forecasting, GIS, or planning purposes (note: IDOT previously financed the forecasts for one Kendall County township for air quality purposes); IDNR for greenways and trail planning; IEPA water quality management planning funds; or possible grant monies from a community-based foundation.

Expenditures

There is an extensive range of products and services which could be provided to the county. The following is a listing of a "core" package of products and services and their costs:

Local service officer (senior planner @ 180 hrs./yr with mileage)	\$12,500/yr.
Project notifications and reviews	350/yr.
NIPC bulletins and reports	<u>500/yr.</u>
Total expenditures	\$13,350/yr.

There are a number of other products and services for which it has not been possible to develop initial costs estimates on short notice. Indeed, to do so would require spending some time with the Kendall County staff to determine what already exists and what their needs would be. Products and services in this regard might include, but not be limited to:

1. Aerial photography
2. Census data/data base expansion
3. Development monitoring
4. Geographic Information System (GIS) development
5. Plan revisions/updates (e., Strategic Plan for Land Resource Management, Transportation, Greenways, etc.)
6. Population and employment forecasting
7. Special use mapping (e.g., flood, wetland, landfill and wastewater facilities)
8. Stormwater management planning
9. Technical assistance

Some of these products could be extremely expensive and take years to complete (e.g., GIS development and plan revisions/updates). Indeed, M. Dieber has indicated that the costs of expanding our data base and geographic information system could readily exceed \$250,000. Sources of funding for these products and services have not been identified, but some IDOT/Unified Work support might be possible because of the transportation/air quality relationships.