



Appendix F

Stakeholder Workshop Report

Chicago Regional Congestion Pricing Study

Draft Summary Report:

STAKEHOLDER WORKSHOPS

for

**CHICAGO REGIONAL CONGESTION PRICING
STUDY**

DRAFT

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EXECUTIVE SUMMARY

The Illinois Tollway has undertaken a study to evaluate congestion pricing on expressways in the Chicago region. Two workshops were held in May 2008, for representatives from public transportation agencies and elected officials, to ascertain the stakeholders' disposition to this congestion pricing initiative. The primary purposes of the workshops were:

- § To inform the stakeholders about the congestion pricing study
- § To inform the stakeholders of congestion pricing strategies in other urban regions, and to determine their general reaction to congestion pricing for the Chicago region.
- § To obtain input on the perceived benefits of congestion pricing and obstacles to its implementation.
- § To garner stakeholders' opinions on alternative congestion pricing strategies for the region.
- § To provide scenarios specific to the Chicago region and gather feedback on their viability.
- § To seek suggestions for addressing community concerns related to congestion pricing, and disseminating information to public.

The first half of each workshop was spent in listing and ranking benefits, obstacles, and goals for congestion pricing in the Chicago region. Then, various scenarios for implementation of congestion pricing were presented to the attendees. The final segments of the workshops were used to gather suggestions for public outreach strategies.

Key Outcomes of the Workshop:

Benefits of Congestion Pricing

- § Public agency officials considered the reinvestment of revenue in transit and roadway facilities to be the foremost benefit of congestion pricing. Reduction of traffic congestion, transit improvements, and enhanced traffic management were also listed.
- § Elected officials chose congestion reduction to be the most important benefit. A region-wide comprehensive traffic solution, greater transit ridership, and fuel savings were also considered important.

Obstacles to Congestion Pricing

- § Participants at both workshops were concerned about the lack of transportation alternatives. Both groups felt that viable transit and other transportation alternatives must be provided in conjunction with the congestion pricing.
- § Agency representatives felt that lack of public approval and political commitment may prove to be major hurdles for the congestion pricing plan. They also anticipated opposition due to diversion of traffic to arterials and social equity issues.
- § Elected officials considered equity issues to pose a challenge to the congestion pricing plan. They also identified implementation costs and traffic diversion to local streets as important obstacles.

Goals of Congestion Pricing

- § Both workshops considered reduction of traffic congestion, shift to other modes of transportation, and increasing the available transportation alternatives to be the most important goals of a congestion pricing program in the Chicago region.

Congestion Pricing Scenarios

The study team presented various congestion pricing scenarios under consideration for the Chicago region. Participant outlook on these scenarios is summarized here:

Roadway Network Options

- § Both groups selected a scenario that encompassed all Tollway and IDOT expressways as the most appropriate for congestion pricing in the region.
- § Elected officials proposed an option consisting of all Tollways, and IDOT routes east of Tri-State Tollway to be included as a part of the study.

Lane Configuration Option

1. Most appropriate lane configuration option
 - § Public agency officials felt that congestion pricing implemented on one existing lane in each direction would be the most appropriate for the Chicago region.
 - § Elected officials voted for the configuration with pricing on a new lane in each direction.
 - § Both groups felt that the study should consider pricing on one or more lanes (existing and new) to overcome the operational limitations imposed by a single express lane.
2. Most effective lane configuration option
 - § Attendees at both workshops agreed that pricing on all existing lanes would be the most effective in reducing traffic congestion.

Pricing Options

- § Participants at both workshops voted in favor of fixed peak-period pricing to keep the initial pricing structure understandable.

Tolling Regime Options

- § The agency officials voted heavily in favor of a “superpeak” pricing structure, while the elected officials were more evenly split between a flat peak-period rate and a super-peak differential.

Public Outreach and Education

- § Congestion pricing outreach needs to focus on educating the traveling public on the various transit options available to them.
- § The public outreach effort needs to gain public trust and should clarify how and where the generated revenues will be directed.
- § Both groups indicated that obtaining support from elected officials and the general public are separate goals that should be pursued separately.
- § Efforts to address concerns over social inequity need to be made early, in partnership with local advocacy groups.
- § Reach out to business communities to listen to their concerns and search for solutions and incentives to gain their support.
- § The public education component should highlight the construction and maintenance costs of transportation infrastructure and clarify that congestion pricing is just one of the many options available to finance the transportation system.

STAKEHOLDERS' WORKSHOP PROJECT REPORT

PURPOSE/OBJECTIVES

The primary objectives of the stakeholders' workshops were:

- § To inform the stakeholders of various congestion pricing strategies and their applications in other urban regions, and to determine their general reaction to congestion pricing for the Chicago region.
- § To inform the stakeholders about the congestion pricing study
- § To obtain input on the perceived benefits of congestion pricing and obstacles to its implementation.
- § To garner stakeholders' opinions on the merits and equity of alternative congestion pricing strategies for the region.
- § To provide scenarios specific to the Chicago region and gather feedback on their viability to this area
- § To seek suggestions for addressing community and agency concerns, equity issues, and impacts related to congestion pricing, and disseminating information to public.

WORKSHOP DESIGN AND METHODOLOGY

Workshops for stakeholders were hosted by the study's sponsors, Metropolitan Planning Council and the Illinois Tollway. Members of the study team from Wilbur Smith Associates and EJM Engineering provided technical support and workshop facilitation.

Two workshops were scheduled in May 2008 to achieve these objectives. It was determined that separate workshops for agency representatives and elected officials would be appropriate. The workshop held on May 13, 2008 focused on transportation officials and was attended by representatives from DuPage County, Kane County, Lake County Division of Transportation, Cook County Highway Department, McHenry County Division of Transportation, Chicago Department of Transportation, Illinois Department of Transportation, Illinois Tollway, Pace, Chicago Transit Authority, Regional Transportation Authority, Metra, Chicago Metropolitan Agency for Planning and the Federal Highway Administration. The Will County Department of Highways and the Illinois Environmental Protection Agency were invited but could not attend. (Sample invitations attached in Appendix K.)

A second workshop was held on May 21, 2008 for elected officials and their representatives. The Northwest Municipal Conference, West Central Municipal Conference, Southwest Municipal Conference, South Suburban Mayors and Managers Conference, DuPage Mayors and Managers Conference, and Tollway Oversight Committee were represented. The Metropolitan Mayors Caucus, Lake County Municipal League, McHenry County Council of Governments, Will County Government League, Metro West Council of Governments and the remaining members of the Tollway Oversight Committee were invited but unable to attend. (Sample invitations attached in Appendix L.) The lists of attendees for both meetings are available in Appendices F and G in the form of sign-in sheets.

During these workshops, the attendees were asked to suggest the various goals, benefits, and obstacles of congestion pricing. They were then asked to rank all responses given. They were also asked to select from a list of potential congestion pricing strategies via anonymous polls. The results of these polls are discussed in the relevant sections of the report and presented in Appendices D and E. The opinions expressed by the attendees are assumed to represent the views of the community or agency they represent. However, this report does not attribute the expressed views to any specific organization. The goal is to make a determination of the stakeholders' general perspective on the various issues and options related to congestion pricing.

The polls were conducted using keypad polling equipment provided by CMAP. The equipment allows each participant to vote anonymously using their individual keypads on the choices presented on the screen.

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More detailed guidelines for the design of these workshops are included in Appendices H, I, and J.

CONGESTION PRICING AND ITS APPLICATIONS

The Metropolitan Planning Council made a presentation summarizing the various applications of congestion pricing in selected regions of the country. The existing traffic conditions and projected trends for the Chicago region were also discussed briefly, to establish the scope of Chicago's congestion problem. Several inquiries were made in the elected officials' workshop regarding the observed effectiveness of congestion pricing in other urban regions. The questions were related specifically to the diversion of traffic to local streets and impact of pricing on user behavior, traffic growth, and carpool initiatives.

BENEFITS OF CONGESTION PRICING

The attendees at both meetings were asked to suggest possible benefits of congestion pricing for the Chicago region. The following were common to the lists generated by both groups:

- § Decreasing environmental impacts,
- § Opportunity to provide better transportation alternatives and stimulate a modal shift to transit,
- § Increasing generated revenues,
- § Reduction in traffic congestion, and
- § Opportunity to effect a comprehensive solution for improving regional traffic management.

Reinvestment of generated revenue in transportation infrastructure (for construction and maintenance of transit and roadway facilities) was an additional item included by the public agency representatives in their list. They also considered it to be the primary benefit of congestion pricing. Thirty percent of the participants ranked it as their highest priority).

Elected officials considered reduction in traffic to be the most important advantage of congestion pricing. (35% of attendees ranked it as their first priority.) The second highest ranking benefit was providing a potential comprehensive transportation solution for the region (17%). In addition to the benefits listed above, fuel savings and derived economic benefits were also recognized by the elected officials as possible advantages of congestion pricing. The elected officials' workshop prioritized all other benefits over creating additional revenues.

Through keypad polling, the benefits of congestion pricing were ranked as shown in Table A.

Table A: Rankings for Benefits of Congestion Pricing

Public Agency Workshop	Public Officials Workshop
1. Reinvest revenues	1. Shift traffic (reduce congestion)
2. Reduce congestion	2. Potential comprehensive solution
3. Providing alternatives	3. Mode shift
4. Traffic management	4. Save money (gas consumption)
5. Increase revenues	5. Reduce pollution
6. Environmental	6. Economic benefit
	7. Create additional revenue

OBSTACLES TO CONGESTION PRICING

Attendees at both meetings felt that gaining public acceptance, diversion of traffic to local streets, social inequity due to increased tolls, lack of transportation alternatives, and implementation cost could hinder the implementation of a congestion pricing program.

The public agency representatives also included lack of political will, increased passenger load for transit facilities without adequate revenue, lack of public education, and technical difficulties

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related to determination of peak travel times in their list of obstacles. Of these impediments, they considered social inequity, diversion of traffic to local roads, lack of political commitment, public acceptance, and transportation alternatives to be of prime importance. The remaining obstacles received marginal or no votes.

The elected officials also considered the negative economic impacts of congestion pricing. They described the inability of certain workforce segments to shift travel times, the possibility of creating greater congestion, and the lack of a comprehensive approach as significant challenges to the congestion pricing initiative. Social inequity (22%), lack of transportation options (22%) and implementation costs (19%) were voted to be the most significant of the obstacles.

The ranking of these obstacles is shown in Table B.

Table B: Rankings for Obstacles to Congestion Pricing

Public Agency Workshop	Public Officials Workshop
1. Lack of transportation options	1. Social equity (affordability)
2. Public acceptance	2. Lack of options (transit/transportation)
3. Lack of political will	3. Cost of implementation
4. Diversion to arterials	4. Diversion to local roads
5. Social equity	5. Public opinion
6. Public education	6. Inability to shift work hours
7. Diversion to transit (unfunded)	7. Piecemeal approach
8. Implementation costs	8. Economic impacts (businesses)
9. Determining peak hours	9. Potential to create more congestion

GOALS OF CONGESTION PRICING

Both workshops voted “reduction of traffic congestion” as the most desirable goal of congestion pricing. At both workshops the diversion of users to transit was also ranked very high; public agency (20%), elected officials (15%). The elected officials’ group noted it was also very important to increase travel options in conjunction with congestion pricing implementation. A more detailed listing of the suggested goals for congestion pricing by each workshop is presented in below in Table C.

Table C: Rankings for Goals of Congestion Pricing

Public Agency Workshop	Public Officials Workshop
1. Congestion reduction	1. Congestion reductions
2. Diversion to other modes	2. Shift to transit
3. Provide additional transportation options	3. Increase travel options
4. Revenue generated	4. Comprehensive change in traffic movement
5. Environmental benefits	5. Reinvest revenue in improved transportation
6. Free flow speeds on our expressways	6. Improved quality of life
7. Support commercial vehicles	7. Pollution reduction
8. Improved safety	8. Revenue generation

There was significant discussion at both workshops that the phasing and timing in implementing congestion pricing and the related travel alternatives is critical. Transit options or any other alternatives must be phased in before or simultaneously with the congestion pricing mechanism in order for modal shifts and congestion reduction to successfully occur.

CONGESTION PRICING SCENARIOS

A representative of the consultant team gave a presentation on the various scenarios that will be evaluated for implementing a congestion pricing program in the Chicago region. The participants were asked to give their views on the relative merits of competing strategies.

Roadway Network Options

Three roadway networks were selected from the existing expressway system for potential pricing. The options were to implement congestion pricing on:

- 1) Existing Tollway routes east of the Fox River, with the exception of the south extension of I-355.
- 2) Existing Tollway routes and all IDOT expressways west of the Tri-State Tollway, and
- 3) Existing Tollway routes and all IDOT expressways in the region

Both groups selected the third option as the most appropriate for the region under the reasoning that IDOT expressways closest to the City of Chicago were the most congested (public agency 53%, elected officials 78%). These also could have the greatest potential for congestion relief and revenue generation. The agency officials also felt that this option is likely to have less opposition from the suburban communities if their area is not being singled out. Many participants noted that since this is a study it would be beneficial to look at the whole roadway system.

Members of the elected officials' workshop noted that there should be a fourth option consisting of all Tollway routes and all IDOT expressways east of the Tri-State Tollway in order for the study to be balanced. However, they would still consider the third option to be the most appropriate network for congestion pricing in the region.

Several public agency representatives also voted for the option for the "All Tollway/Limited Expressway" option (33%). Their decision was based on how traffic diverted to already congested city streets will reduce operational efficiency and increase costs for bus transit in the city. Some also felt that the high parking cost in downtown Chicago serves as a pricing mechanism in itself and that congestion tolling would be easier to implement on suburban expressways due to lower interchange density.

Lane Configuration Options

The three scenarios presented to the workshops consisted of congestion pricing on:

- 1) All existing lanes
- 2) One existing lane per direction
- 3) One new lane per direction

The participants were asked to select from the options based on two criteria: (1) which option is the most appropriate for the Chicago region, and (2) which option is the most effective in reducing congestion.

All workshop participants noted that it should be one or more existing lanes per direction and one or more new lanes per direction. This clarification was made at both workshops.

The public agency group selected Option 2 as the *most appropriate*, since they felt that Option 1 was undesirable due to its equity implications and its potential for greater political opposition. However, there was some concern about the limitations on traffic movement imposed by a single priced lane. The elected officials felt that Option 3 was more desirable, as it provides the same number of non-priced lanes as the existing system, however, they were concerned about the feasibility and costs of adding lanes. Option 1 and 2 received only 1 or 2 fewer votes. A separate vote was also carried by the elected officials between Options 1 and 2 only, since they felt that the existing system needs to be looked at before considering the option of adding new lanes. Option 2 garnered in this vote.

The first option was voted as *most effective* in reducing congestion by both groups. However, concern was expressed on its implications for social equity.

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Participants at both workshops commented on their concern about voting for the scenarios without knowing the feasibility of adding the new lane on the current route structure. Though it might be most appealing to price a new lane, the network may be physically constrained.

Pricing Options

When presented with a choice between a fixed peak period pricing and dynamically varied pricing, both groups voted to select congestion pricing for a fixed peak period (public agency 60%, elected officials 89%). Their selection was prompted by concerns that a pricing structure that varies dynamically on the basis of current traffic level would be too complicated and would hinder the ability of the user to make an informed decision about his/her travel mode in advance. As a first step toward implementing congestion pricing in our area, it would best to keep the fee structure simple and transparent.

During the public agency workshop, a participant recommended that a pricing option to investigate would be a discounted toll for frequent public transit users. This could be similar to a rewards card. A person that frequently uses transit could receive benefits for a reduced toll. There was general interest in investigating this option.

Tolling Regime Options

Two different tolling regimes were offered as options to the participants:

- 1) Congestion pricing during peak period
- 2) Congestion pricing throughout the peak period, with a higher rate for “superpeak” times

The agency representatives voted unanimously for the second option, while the elected officials selected it by a small margin (55/45 percent). The majority in both groups felt that the superpeak pricing, though more complex, could yield better results. The elected officials also suggested that off-peak discounts be offered as an additional incentive for shifting travel times.

PUBLIC OUTREACH AND EDUCATION

Participants at both workshops emphasized the need to inform the public of alternative travel options, especially transit. The elected officials’ assembly felt that an effort was also required to educate potential transit customers on the use of the existing system. Both groups believed that a major challenge for the public outreach effort will be to gain user trust. They need to understand that that congestion pricing is designed with the intent to achieve greater public benefit. It was emphasized that users must both understand and trust that their fees are being used to improve the transportation system and not being spent elsewhere.

Public officials suggested that separate outreach efforts are needed for general public and elected officials. The elected officials also pointed out that gaining the support of elected community representatives is not always equivalent to acquiring support of their constituents. Both are needed.

Several other suggestions for improving the effectiveness of public outreach and education effort were made at both workshops:

- § Addressing public concerns about social equity will need to be a foremost concern of the outreach program. Agency officials suggested that the study team will need to involve and seek input from local equity advocacy groups from the outset of the study.
- § Emphasis was placed on the importance of reaching out to the business community to discuss the impacts of congestion pricing on the commute of their workforce and transportation of goods and services. The potential for encouraging flexible working hours, creating carpools, and rescheduling delivery times will need to be explored in partnership with the business community.
- § The financial burden of construction and maintenance of transportation infrastructure needs to be presented to the public. Congestion pricing needs to be discussed as an option for meeting these costs, instead of increased gas tax or vehicle registration fees.

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The participants felt that the public will be more amenable towards congestion pricing compared to other forms of taxes.

- § An effort is also needed to dispel the notion that benefit from improved traffic flow will be limited to high income groups that can afford to pay the higher tolls. The outreach effort will need to explain that tolled premium service will make economic sense for all users of the system whose trips are time-sensitive. For example: day care pick-ups, businesses providing on-time goods or services, etc.

The Metropolitan Planning Council ended the workshops by providing participants with an outline for next steps on the study and continued public outreach.

APPENDIX A: PUBLIC AGENCY OUTREACH WORKSHOP AGENDA

**Congestion Pricing Study
Public Agency Outreach Workshop
May 13, 2008**

Welcome and Introductions – Tollway & Metropolitan Planning Council

Congestion Pricing Presentation – Metropolitan Planning Council

Discussion of Congestion Pricing – Study Team

Benefits of and obstacles to congestion pricing

Goals of congestion pricing

Congestion Pricing Study Scenarios – Study Team

Public Outreach and Education – Study Team

Wrap-Up Discussion – Study Team

Next Steps – MPC

APPENDIX B: ELECTED OFFICIALS OUTREACH WORKSHOP AGENDA

**Congestion Pricing Study
Elected Officials Outreach Workshop
May 21, 2008**

Welcome and Introductions – Tollway & Metropolitan Planning Council

Congestion Pricing Presentation – Metropolitan Planning Council

Discussion of Congestion Pricing – Study Team

Benefits of and obstacles to congestion pricing

Goals of congestion pricing

Congestion Pricing Study Scenarios – Study Team

Public Outreach and Education – Study Team

Wrap-Up Discussion – Study Team

Next Steps – MPC

APPENDIX C: KEYPAD QUESTIONS

Keypad Questions

Test Questions

- 1) What is your gender?
A -Male
B –Female
- 2) How likely is it to rain today?
1 - 5

Discussion Period

- 3) Please rank the following obstacles
 - a. TBD
- 4) Please rank the following benefits
 - a. TBD
- 5) Please rank the following goals
 - a. TBD

Scenario Presentation

Slide 7

- 1) Which roadway network is most appropriate for congestion pricing?
 - a. Tollways Only
 - b. Tollways and Limited IDOT Expressways
 - c. Tollways and All IDOT Expressways

Slide 8

- 2) Which option for pricing is most appropriate for our roadway network?
 - a. All lanes
 - b. One Existing Lane per direction
 - c. One New Lane per direction
- 3) Which one is most effective in reducing congestion?
 - a. All lanes
 - b. One Existing Lane per direction
 - c. One New Lane per direction

Slide 9

- 4) Which pricing scenario is preferable for our region?
 - a. Fixed Peak Surcharge
 - b. Variable Peak Surcharge

Slide 11

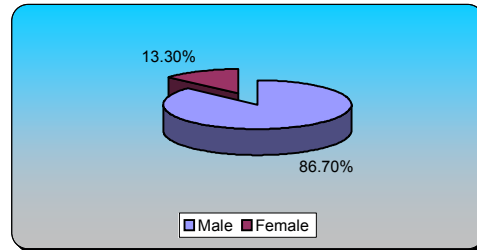
- 5) Which option for pricing periods is preferable?
 - a. Congestion pricing during peak period
 - b. Congestion pricing throughout peak period with higher surcharge during “superpeak”

**APPENDIX D: PUBLIC AGENCY OUTREACH WORKSHOP KEYPAD
POLLING RESULTS**

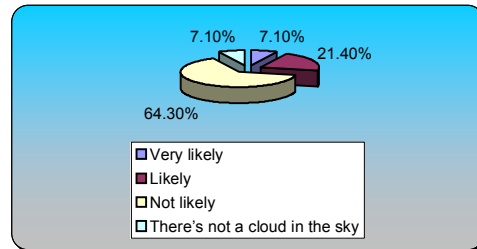
Turning Graphical Results by Question

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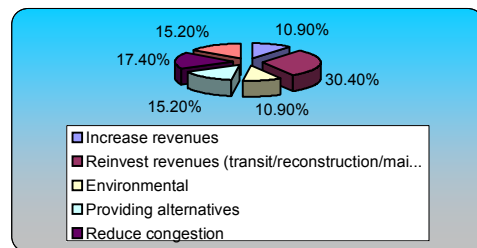
1.) What is your gender?	Responses	
Male	13	86.67%
Female	2	13.33%
Totals	15	100%



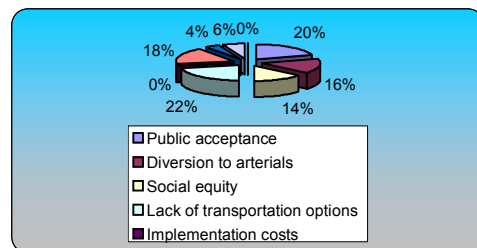
2.) How likely is it to rain today?	Responses	
Very likely	1	7.14%
Likely	3	21.43%
Not likely	9	64.29%
There's not a cloud in the sky	1	7.14%
Totals	14	100%



3.) Rank the benefits	Responses	
Increase revenues	5	10.87%
Reinvest revenues (transit/reconstruction/mai...	14	30.43%
Environmental	5	10.87%
Providing alternatives	7	15.22%
Reduce congestion	8	17.39%
Traffic management	7	15.22%
Totals	46	100%

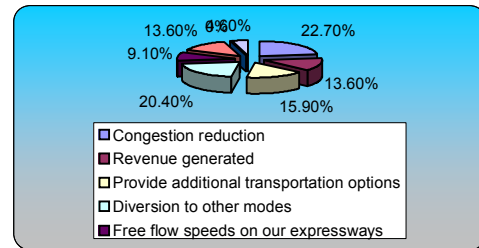


4.) Rank the obstacles	Responses	
Public acceptance	10	20%
Diversion to arterials	8	16%
Social equity	7	14%
Lack of transportation options	11	22%
Implementation costs	0	0%
Lack of political will	9	18%
Diversion to transit (unfunded)	2	4%
Public education	3	6%
Determining peak hours	0	0%
Totals	50	100%



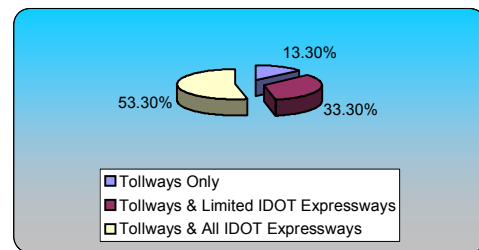
5.) Rank the goals

	Responses	
Congestion reduction	10	22.73%
Revenue generated	6	13.64%
Provide additional transportation options	7	15.91%
Diversion to other modes	9	20.45%
Free flow speeds on our expressways	4	9.09%
Environmental benefits	6	13.64%
Improved safety	0	0%
Support commercial vehicles	2	4.55%
Totals	44	100%



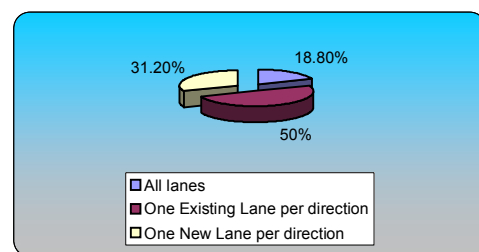
6.) Which roadway network is most appropriate for congestion pricing?

	Responses	
Tollways Only	2	13.33%
Tollways & Limited IDOT Expressways	5	33.33%
Tollways & All IDOT Expressways	8	53.33%
Totals	15	100%



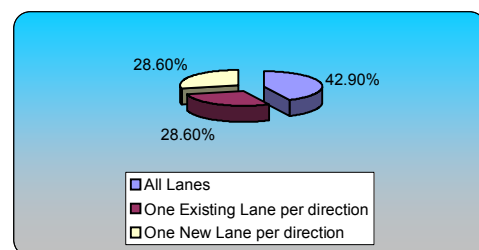
7.) Which option for pricing is most appropriate for our roadway network?

	Responses	
All lanes	3	18.75%
One Existing Lane per direction	8	50%
One New Lane per direction	5	31.25%
Totals	16	100%



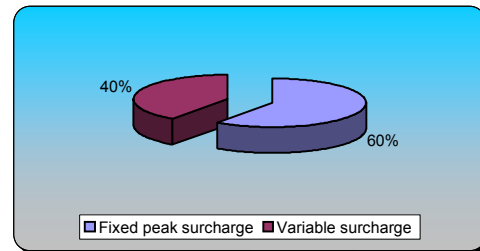
8.) Which one is most effective in reducing congestion?

	Responses	
All Lanes	6	42.86%
One Existing Lane per direction	4	28.57%
One New Lane per direction	4	28.57%
Totals	14	100%



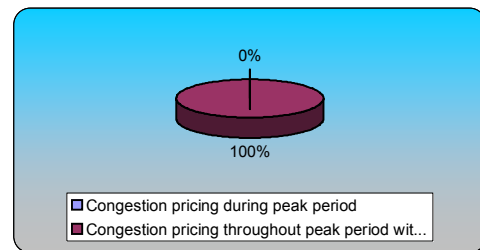
9.) Which pricing scenario is preferable for our region?

	Responses	
Fixed peak surcharge	9	60%
Variable surcharge	6	40%
Totals	15	100%



10.) Which option for pricing periods is preferable?

	Responses	
Congestion pricing during peak period	0	0%
Congestion pricing throughout peak period wit...	16	100%
Totals	16	100%

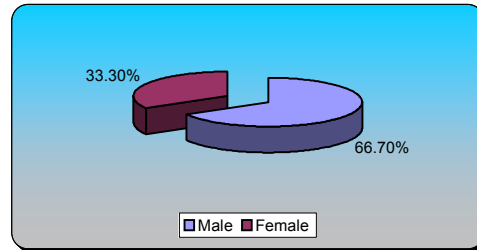


**APPENDIX E: ELECTED OFFICIALS OUTREACH WORKSHOP KEYPAD
POLLING RESULTS**

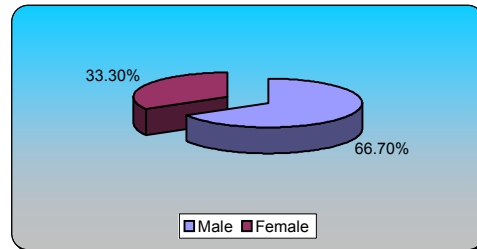
Turning Graphical Results by Question

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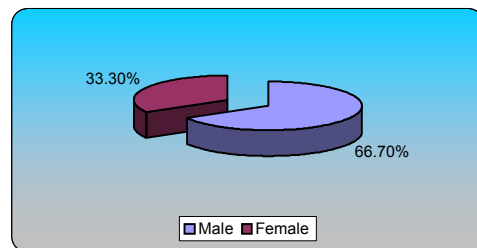
1.) What is your gender?	Responses	
Male	6	66.67%
Female	3	33.33%
Totals	9	100%



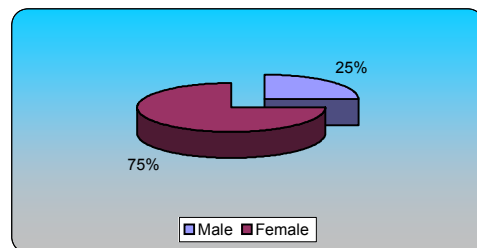
2.) What is your gender?	Responses	
Male	6	66.67%
Female	3	33.33%
Totals	9	100%



3.) What is your gender?	Responses	
Male	6	66.67%
Female	3	33.33%
Totals	9	100%

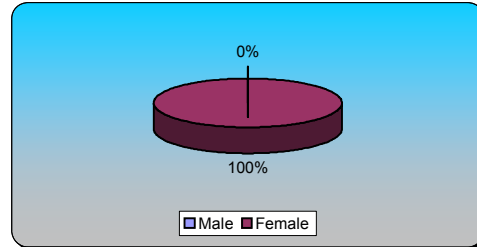


4.) What is your gender?	Responses	
Male	1	25%
Female	3	75%
Totals	4	100%



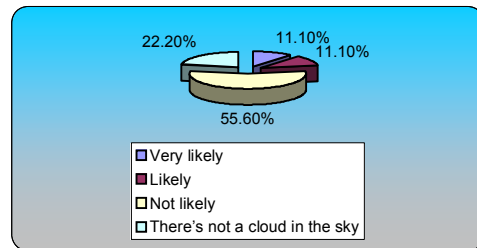
5.) What is your gender?

Responses		
Male	0	0%
Female	4	100%
Totals	4	100%



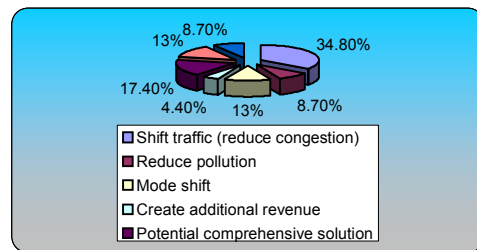
6.) How likely is it to rain today?

Responses		
Very likely	1	11.11%
Likely	1	11.11%
Not likely	5	55.56%
There's not a cloud in the sky	2	22.22%
Totals	9	100%



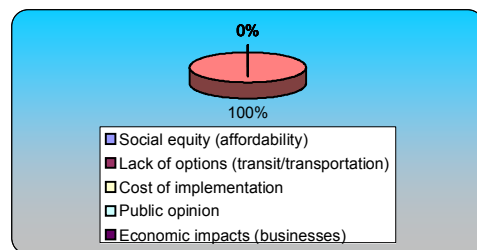
7.) Benefits

Responses		
Shift traffic (reduce congestion)	8	34.78%
Reduce pollution	2	8.70%
Mode shift	3	13.04%
Create additional revenue	1	4.35%
Potential comprehensive solution	4	17.39%
Save money (gas consumption)	3	13.04%
Economic benefit	2	8.70%
Totals	23	100%



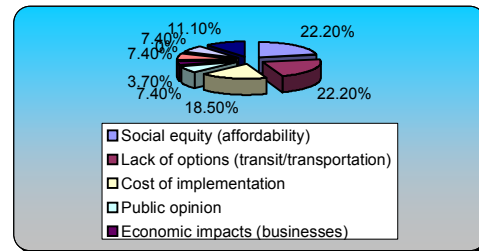
8.) Obstacles

Responses		
Social equity (affordability)	0	0%
Lack of options (transit/transportation)	0	0%
Cost of implementation	0	0%
Public opinion	0	0%
Economic impacts (businesses)	0	0%
Inability to shift work hours	1	100%
Potential to create more congestion	0	0%
Piecemeal approach	0	0%
Diversion to local roads	0	0%
Totals	1	100%



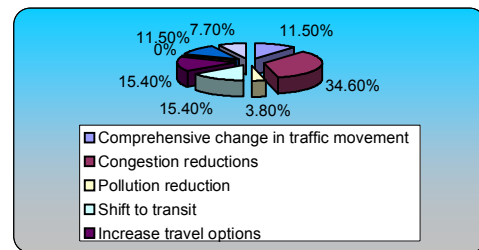
9.) Obstacles

	Responses	
Social equity (affordability)	6	22.22%
Lack of options (transit/transportation)	6	22.22%
Cost of implementation	5	18.52%
Public opinion	2	7.41%
Economic impacts (businesses)	1	3.70%
Inability to shift work hours	2	7.41%
Potential to create more congestion	0	0%
Piecemeal approach	2	7.41%
Diversion to local roads	3	11.11%
Totals	27	100%



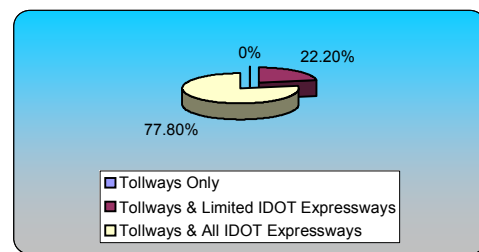
10.) Goals

	Responses	
Comprehensive change in traffic movement	3	11.54%
Congestion reductions	9	34.62%
Pollution reduction	1	3.85%
Shift to transit	4	15.38%
Increase travel options	4	15.38%
Revenue generation	0	0%
Reinvest revenue in improved transportation	3	11.54%
Improved quality of life	2	7.69%
Totals	26	100%



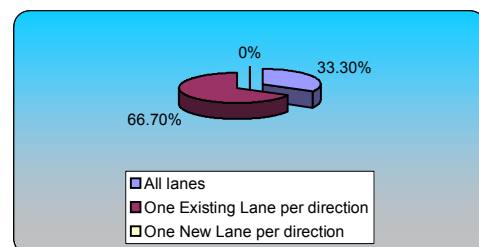
11.) Which roadway network is most appropriate for congestion pricing?

	Responses	
Tollways Only	0	0%
Tollways & Limited IDOT Expressways	2	22.22%
Tollways & All IDOT Expressways	7	77.78%
Totals	9	100%



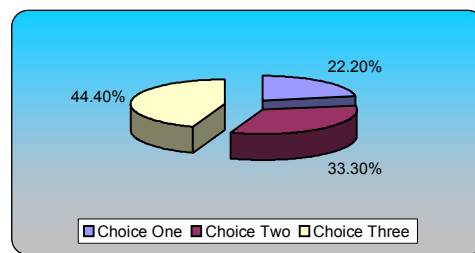
12.) Which option for pricing is most appropriate for our roadway network?

	Responses	
All lanes	3	33.33%
One Existing Lane per direction	6	66.67%
One New Lane per direction	0	0%
Totals	9	100%

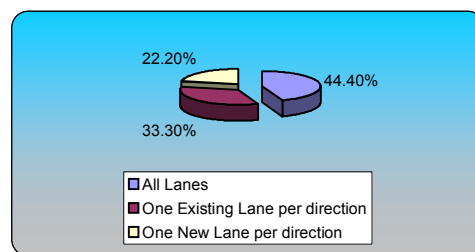


13.) Please make your selection...**Responses**

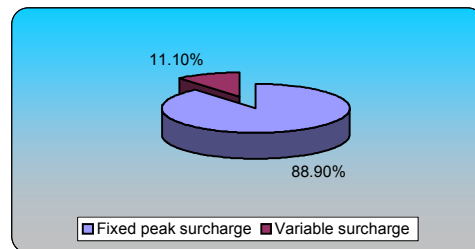
Choice One	2	22.22%
Choice Two	3	33.33%
Choice Three	4	44.44%
Totals	9	100%

**14.) Which one is most effective in reducing congestion?****Responses**

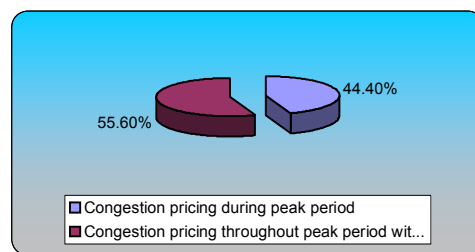
All Lanes	4	44.44%
One Existing Lane per direction	3	33.33%
One New Lane per direction	2	22.22%
Totals	9	100%

**15.) Which pricing scenario is preferable for our region?****Responses**

Fixed peak surcharge	8	88.89%
Variable surcharge	1	11.11%
Totals	9	100%

**16.) Which option for pricing periods is preferable?****Responses**

Congestion pricing during peak period	4	44.44%
Congestion pricing throughout peak period wit...	5	55.56%
Totals	9	100%



APPENDIX F: PUBLIC AGENCY OUTREACH WORKSHOP SIGN-IN SHEET



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60605

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

SIGN-IN SHEET

Name of Meeting: Congestion Pricing

Location: Cook County Conference Room, 233 S. Wacker Drive, Suite 800, Sears Tower

Chair: _____

Purpose: _____

Date: 05-13-08

	PLEASE PRINT Name & Title	Organization and/or Person you Represent	Mailing Address
5/12	Paul Zwiers	Tollway	2722cheneycenterpass.com
5-13	Chuck Geason	LEDOT	cgason@co.cook.il.us
5-13	Bruce Christensen	LEDOT	bchristensen@co.lake.il.us
5-13	Mark Avery	DePage County	mavery@clupage.co.org
5-13	T.J. Ross	Pace	T.J.Ross@pacebus.com
5/13	John Beissel	CHD	jbeissel@co.chicoutgov.com
5/13	Lynnette Piovanello	Metra	lpiovane@metra.com
5/13	David Kralik	Metra	dkralik@metra.com
5/13	John Fortmann	DOT	joh.fortmann@willc.is.gov
5/13	Steve Coffinburger	Kane County	coffinburgersteve@co.kane.il.us
"	Rich Wazlet	ADOT	wazlet@cityofchicago.org
5/13	Colleen Gannon	Tollway	cgannon@tollpass.com



312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.ilincis.gov

Name of Meeting:	Congestion Pricing
Location:	Cook County Conference Room, 233 S. Wacker Drive, Suite 800, Sears Tower

Chair: _____
Purpose: _____
Date: 05-13-08

[illegible]

APPENDIX G: ELECTED OFFICIALS OUTREACH WORKSHOP SIGN-IN SHEET

CONGESTION PRICING WORKSHOP

Participants	Village/Organization	Phone	Email
1 LLEN Cannata	WCMC	708 653-9100	lcannata@wcmc.org
2 EVAN GALINSKI	SSMMA / LAWSON	708 895-7208	EGALINSKI@SSMMA.ORG
3 Bud Fleming	SSMMA	708-922-4677	bud.fleming@ssmma.org
4 Tommy Wiscialle	WCMC	708-453-4100 EXT 252	twiscialle@wcmc.org
5 Chris Stator	NWMC	847-280-9200	stator@nwmc.org
6 Lauren McKnight	State Rep Biggins	630-541-1278	McKnight.lauren@gmail.com
7 Rachel Kowalik	Wilbur Smith Assoc	630-434-811x105	RKOWSHIK@WILBURSMITH.ORG
8 Colleen Gannon	Tollway	630-241-680x385	cgannon@gt-pass.com
9 Leah Bremset	Philos Hills	598-1711	majord@philos-hills.web.com
10 Vikki Smith	SCM	708-403-6132	vsmt@scm390.com
11 Tam Kutynian	DMC	on file	on file
12			
13			

APPENDIX H: CHICAGO CONGESTION PRICING STUDY STAKEHOLDER GUIDE

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Chicago Congestion Pricing Stakeholder Guide February 2008

Objectives and Approach:

- ◆ Explore stakeholders' current perceptions of congestion pricing
 - Current understanding of congestion pricing
 - Current opinions of congestion pricing
- ◆ Explore reactions to potential congestion pricing options for Cook, DuPage, and Lake counties
 - Perceptions regarding effectiveness and equity of proposed strategies
 - Public outreach needs
- ◆ How to balance economic development, growth management, and traffic congestion for constituents

These objectives will be accomplished by conducting a series of two stakeholder workshops in late March 2008. Each stakeholder workshop will include 8–10 participants and will be approximately 1.5–2 hours in duration. Stakeholder groups engaged in this process may include, but are not limited to, Illinois DOT, Chicago DOT, CMAP, CTA, PACE, Metra, Illinois Tollway, and the Mayor's Council of Governments. The location of the stakeholder workshops will be at the Metropolitan Planning Council on Washington Street.

1) Stakeholder Introduction and Participant Introductions (20 min)

- a) State purpose
 - i) Get general reactions of key stakeholders to possible changes in tolling policies and schedules
 - ii) Get opinions about the possible benefits of these changes and recommendations for whether and how to implement them.
- b) Ground rules
 - i) Session will last 1.5–2 hours
 - ii) Being recorded (**need to be clear about whether this is a public record or whether their statements will be anonymous**). Please speak clearly, one at a time
 - iii) Assume that statements made represent their opinion as a representative of their organization but report will not attribute individual statements/opinions to any specific organization.
 - iv) We take very seriously and value your opinions about what you have to say



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- c) Personal Introductions
 - (1) Organization
 - (a) Role at the organization?
 - (b) Organization's mission and geographic reach?
 - (c) How large is your organization (number of employees, location)?
 - (d) Who are your constituents?
 - (e) Does your organization have any unusual or unique transportation needs?
- 2) **Discuss Perceptions of Current Conditions and Planning for Travel Alternatives (20 min)**
 - a) General:
 - i) What works well for ISTHA facilities? For IDOT Interstate facilities?
 - ii) What needs improvement for ISTHA facilities? For IDOT Interstate facilities?
 - iii) How has traffic changed in the last five years on ISTHA facilities? On IDOT Interstate facilities?
 - (1) How do you foresee it changing in the next five years? (Traffic on specific roads growing faster than others? Time of day travel changing dramatically?)
 - iv) How has economic development impacted ISTHA and IDOT Interstate facilities? How do you foresee it changing in the next five years?
 - v) Are traffic and economic changes impacting travel to/from downtown Chicago?
 - b) Toll Roads:
 - i) What are your specific impressions of travel conditions on ISTHA facilities and IDOT Interstate facilities
 - ii) What are your impressions of tolls around Chicago? (Compared to rest of the country? Specific ISTHA facilities and IDOT Interstate facilities that seem high or low?)
 - c) Traffic:
 - i) What would you do to improve traffic along these corridors?
 - d) Discussion of Illinois State Transportation Plan
 - i) How familiar are you with the Illinois State Transportation Plan (known as the Long Range Plan (LRP)?
 - ii) How do you feel transportation funding should be integrated into the Illinois State Transportation Plan?
 - iii) How familiar are you with goals for transportation finance?
- 3) **Discuss Options for Chicago (45 min)**
 - a) Understanding
 - i) Brief explanation: tolls vary across the day depending on the levels of traffic at each time of day – the tolls are higher when traffic levels are higher and lower when traffic levels



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are lower. The purpose of this type of tolling is to reduce peak hour congestion by encouraging those drivers who have flexible schedules to travel at other times of day.

- (1) Example of other highways where tolls are priced this way (SR-91, New York's PANYNJ crossings, etc) and example of other industries (cell-phone, movie theatre, electricity, hotels)
- ii) Exercise: Participants list benefits and problems
- iii) What else would you want to know about this type of tolling for Chicago (Cook, DuPage, Lake counties)?
- b) Present overview of options
 - i) Geographic and Pricing options:
 - (1) Geographic: Urban/downtown only or urban and suburbs
 - (2) Fixed or variable pricing
 - (3) Questions? General reactions? Do the options seem fair? If not, how could they be made fair?
 - (4) Which geographic option would you prefer? Which pricing option? Why?
 - (5) Additional considerations:
 - (a) If you prefer variable pricing – how would you want to determine the time of day traveling? (Point of entry to system or exit from system/toll plaza?)
 - (b) What do you think about using existing reversible lanes? Kennedy Expressway is a good example (AM city-bound lane, PM outbound lane). Would you pay to use the lane and be assured of no traffic?
 - (6) Overall, how would you implement congestion pricing?
 - ii) Planning process:
 - (1) Exercise: Participants list their prioritized goals for congestion pricing
 - (a) Traffic management, revenue generation, managed growth, technical feasibility, etc.
 - (2) What issues related to growth/development and land use should be addressed as part of the planning process? Issues for downtown Chicago?
 - (3) What issues related to the existing transportation (highway) system should be addressed as part of the planning process? What issues related to transit?
 - (4) What are the biggest transportation related concerns for Chicago right now?
 - (5) What transportation improvements would you like to see implemented?
 - (a) What obstacles do you see preventing these improvements from occurring?
- c) Public Opinion and Education
 - i) What does the general public need to know about congestion pricing?
 - ii) How would you teach the general public about this type of tolling?



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- (1) Factsheets/brochures, newspaper articles, public meetings, web site, email, other?
- (2) What are some particular efforts needed to convey how this type of tolling works to minority, low income, and/or under-served populations?
- iii) What would you recommend that ISTHA and IDOT focus on in sharing plans with the public?
- iv) What will it take for these plans to be successful?
- v) What other organizations should be consulted for public outreach purposes?

4) Client Questions and Follow-up (10 min)

- a) Any questions or clarification



**APPENDIX I: CHICAGO CONGESTION PRICING STUDY PUBLIC AGENCIES
WORKSHOP GUIDE**

DRAFT

**Chicago Congestion Pricing Study
Public Agencies Workshop
CMAP Board Room
May 13, 2008, 9-11**

Moderators: Joan Berry & Laura Wilkison

1) Stakeholder Introduction and Participant Introductions (20 min)

- a) Personal Introductions
 - (1) Organization
 - (2) Does your organization have any unusual or unique transportation needs?
 - (3) Are there existing studies or projects that we should be aware of as we proceed?
- b) Ground rules
 - i) Session will last 2 hours
 - ii) Assume that statements made represent their opinion as a representative of their organization but report will not attribute individual statements/opinions to any specific organization. We take very seriously and value your opinions about what you have to say
- c) General Background presentation
 - i) BRIEF PRESENTATION by MPC**
 - ii) Get general reactions of key stakeholders to possible changes in tolling policies and schedules
 - iii) Get opinions about the possible benefits of these changes and recommendations for whether and how to implement them.

2) Discuss Perceptions of Current Conditions and Planning for Travel Alternatives (20 min)

- a) General:
 - i) What works well for the current Tollway facilities? For IDOT Interstate facilities?
 - ii) What needs improvement for the Illinois Tollway facilities? For IDOT Interstate facilities?
 - iii) How do you foresee the traffic on the Tollway changing in the next five years? (Traffic on specific roads growing faster than others? Time of day travel changing dramatically?)
 - iv) How do you foresee the traffic on the interstates changing?
 - v) How has economic development impacted Tollway and IDOT Interstate facilities? How do you foresee it changing in the next five years?
 - vi) Are traffic and economic changes impacting travel to/from downtown Chicago?
- b) Toll Roads:
 - i) What are your specific impressions of travel conditions on Tollway facilities and IDOT Interstate facilities?
 - ii) What are your impressions of tolls around Chicago? (Compared to rest of the country? Specific Tollway facilities and IDOT Interstate facilities that seem high or low?)

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- c) Traffic:
 - i) What would you do to improve traffic along these corridors?
- d) Discussion of Illinois State Transportation Plan
 - i) Statement: Illinois State Transportation Plan (known as the Long Range Plan (LRP) includes congestion pricing – provide statement?
 - ~~ii) How do you feel transportation funding should be integrated into the Illinois State Transportation Plan?~~
 - ~~iii) How familiar are you with goals for transportation finance?~~

3) Discuss Options for Chicago (45 min)

- i) **Exercise:** Participants list benefits and problems
- ii) What else would you want to know about this type of tolling for Chicago (Cook, DuPage, Lake counties)?
- b) Present overview of options
 - i) **Exercise:** Prioritized List of Goals for Congestion Pricing
 - (1) Traffic Management, revenue generation, managed growth, technical feasibility, etc
 - (2) Use Keypad Polling with 15 tolling scenarios**
 - (3) Geographic and Pricing options:
 - (a) Geographic: Urban/downtown only or urban and suburbs
 - (b) Fixed or variable pricing
 - (4) Which geographic option would you prefer? Which pricing option? Why?
 - (5) Additional considerations:
 - (a) If you prefer variable pricing – how would you want to determine the time of day traveling? (Point of entry to system or exit from system/toll plaza?)
 - (b) What do you think about using existing reversible lanes? Kennedy Expressway is a good example (AM city-bound lane, PM outbound lane). Would you pay to use the lane and be assured of no traffic?
 - (6) Overall, how would you implement congestion pricing?
 - (a) What issues related to growth/development and land use should be addressed as part of the planning process? Issues for downtown Chicago?
 - (b) What issues related to the existing transportation (highway) system should be addressed as part of the planning process? What issues related to transit?
 - (c) What transportation improvements would you like to see implemented?
 - (d) What obstacles do you see preventing these improvements from occurring?
- c) Public Opinion and Education
 - i) Are the general public's issues with congestion pricing different from what was discussed here today?

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- ii) How would one best inform the general public about congestion pricing? How would you teach the general public about this type of tolling?
 - (1) Factsheets/brochures, newspaper articles, public meetings, web site, email, other?
 - (2) What are some particular efforts needed to convey how this type of tolling works to minority, low income, and/or under-served populations?
- ii) What would you recommend that the Illinois Tollway and IDOT focus on in sharing plans with the public?
- iii) What will it take for these plans to be successful?
- iv) What other organizations should be consulted for public outreach purposes?

4) Client Questions and Follow-up (10 min)

Any questions or clarification

**APPENDIX J: CHICAGO CONGESTION PRICING STUDY ELECTED
OFFICIALS WORKSHOP GUIDE**

DRAFT

**Chicago Congestion Pricing Study
Elected Officials Workshop
Suburban Location TBD (Oak Brook)
May 21, 2008, 11:30 - 1:30**

Moderators: Joan Berry & Laura Wilkison

1) Stakeholder Introduction and Participant Introductions (20 min)

- a) Personal Introductions
 - (1) Organization
 - (2) Does your community have any unusual or unique transportation needs?
 - (3) Are there existing studies or developments in your area that we should be aware of as we proceed?
- b) Ground rules
 - i) Session will last 2 hours
 - ii) Assume that statements made represent their opinion as a representative of their organization but report will not attribute individual statements/opinions to any specific organization. We take very seriously and value your opinions about what you have to say
- c) General Background presentation
 - i) **BRIEF PRESENTATION by MPC**
 - ii) Get general reactions of key stakeholders to possible changes in tolling policies and schedules
 - iii) Get opinions about the possible benefits of these changes and recommendations for whether and how to implement them.

2) Discuss Perceptions of Current Conditions and Planning for Travel Alternatives (20 min)

- a) General:
 - i) What works well for the current Tollway facilities? For IDOT Interstate facilities?
 - ii) What needs improvement for the Illinois Tollway facilities? For IDOT Interstate facilities?
 - iii) How do you foresee the traffic on the Tollway changing in the next five years? (Traffic on specific roads growing faster than others? Time of day travel changing dramatically?)
 - iv) How do you foresee the traffic on the interstates changing?
 - v) How has economic development impacted Tollway and IDOT Interstate facilities? How do you foresee it changing in the next five years?
 - vi) Are traffic and economic changes impacting travel to/from downtown Chicago? To/from other suburbs?
- b) Toll Roads:
 - i) What are your specific impressions of travel conditions on Tollway facilities and IDOT Interstate facilities?

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- ii) What are your impressions of tolls in the region? (Compared to rest of the country? Specific ISTHA facilities and IDOT Interstate facilities that seem high or low?)
- iii) What are the impressions of your constituents on the tolls in the region?
- c) Traffic:
 - i) What would you do to improve traffic along these corridors?
- d) Discussion of Illinois State Transportation Plan
 - i) Statement: Illinois State Transportation Plan (known as the Long Range Plan (LRP) includes congestion pricing – provide statement.
 - ~~ii) How do you feel transportation funding should be integrated into the Illinois State Transportation Plan?~~
 - ~~iii) How familiar are you with goals for transportation finance?~~

3) Discuss Options for Chicago (45 min)

- i) **Exercise:** Participants list benefits and problems
- ii) What else would you want to know about this type of tolling for the region (Cook, DuPage, Lake counties)?
- b) Present overview of options
 - i) **Exercise:** Prioritized List of Goals for Congestion Pricing
 - (1) Traffic Management, revenue generation, managed growth, technical feasibility, etc
 - (2) **Use Keypad Polling with 15 tolling scenarios**
 - (3) Geographic and Pricing options:
 - (a) Geographic: Urban/downtown only or urban and suburbs
 - (b) Fixed or variable pricing
 - (4) Questions? General reactions? Do the options seem fair? If not, how could they be made fair?
 - (5) Which geographic option would you prefer? Which pricing option? Why?
 - (a) If you prefer variable pricing – how would you want to determine the time of day traveling? (Point of entry to system or exit from system/toll plaza?)
 - (b) What do you think about using existing reversible lanes? Kennedy Expressway is a good example (AM city-bound lane, PM outbound lane). Would you pay to use the lane and be assured of no traffic?
 - (6) Overall, how would you implement congestion pricing?
 - (a) What issues related to growth/development and land use should be addressed as part of the planning process?
 - (b) What issues related to the existing transportation (highway) system should be addressed as part of the planning process? What issues related to transit?
 - (c) What transportation improvements would you like to see implemented?
 - (d) What obstacles do you see preventing these improvements from occurring?
- c) Public Opinion and Education

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- i) Are the general public's issues with congestion pricing different from what was discussed here today?
- ii) How would one best inform the general public about congestion pricing? How would you teach the general public about this type of tolling?
 - (1) Factsheets/brochures, newspaper articles, public meetings, web site, email, other?
 - (2) What are some particular efforts needed to convey how this type of tolling works to minority, low income, and/or under-served populations?
- ii) What would you recommend that the Illinois Tollway and IDOT focus on in sharing plans with the public?
- iii) What will it take for these plans to be successful?
- iv) What other organizations should be consulted for public outreach purposes?

4) Client Questions and Follow-up (10 min)

Any questions or clarification

**APPENDIX K: PUBLIC AGENCY OUTREACH WORKSHOP SAMPLE
INVITATION**

June 4, 2008

F_NAME L_NAME
TITLE
AGENCY
ADDRESS
CITY_STATE_ZIP

Dear F_NAME;

The Chicago region is embarking on a toll pricing study funded by the Federal Highway Administration to develop strategies that reduce rush hour traffic. The study, led by the Illinois State Toll Highway Authority with the assistance of the Metropolitan Planning Council and the Chicago Metropolitan Agency for Planning will investigate the impact of congestion pricing on tollways, interstates and strategic regional arterials that make up the Chicago-area transportation network in an effort to find new and innovative ways of reducing traffic congestion on our system and developing alternative modes of travel.

Agency Representatives Workshop

Day, May X, 2008 9:00–11:00am
CMAP

233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Refreshments will be served

As part of the outreach efforts, we will be hosting an interactive workshop with invited agency officials to help shape the study and provide insight on traveler preferences, reflect on possible tolling scenarios, and consider the best alternatives for the Chicago region. Workshop groups will be small enough to allow for quality discussions and detailed questions.

As an agency representative, it is important that the study incorporates your organization's work and perspectives for the future of the region.

Please RSVP to Emily Tapia Lopez at etapia@metroplanning.org, or 312-863-6047 by April XX to indicate your interest in attending, schedule permitting. This invitation is transferable to a ranking member of your staff. Thank you for your immediate attention to this important meeting. Your participation is greatly appreciated.

Sincerely,

MarySue Barrett
President, MPC

Brian McPartlin
Executive Director, ISTHA

**APPENDIX L: ELECTED OFFICIALS OUTREACH WORKSHOP SAMPLE
INVITATION**

June 4, 2008

F_NAME L_NAME
TITLE
CITY_VILLAGE_TOWN_COUNTY
ADDRESS
CITY_STATE_ZIP

Dear F_NAME;

The Chicago region is embarking on a toll pricing study funded by the Federal Highway Administration to develop strategies that reduce rush hour traffic. The study, led by the Illinois State Toll Highway Authority (ISTHA) with the assistance of the Metropolitan Planning Council and the Chicago Metropolitan Agency for Planning, will investigate the impact of congestion pricing on tollways, interstates and strategic regional arterials that make up the Chicago-area transportation network in an effort to find new and innovative ways of reducing traffic congestion on our system and developing alternative modes of travel.

**Elected Officials & County
Representatives Workshop**

Day, May X 11:30-1:30pm
Suburban Location TBD
Oak Brook, Illinois
Lunch will be served

As part of the outreach efforts, we will be hosting an interactive workshop with invited elected officials to help shape the study and provide insight on traveler preferences, reflect on possible tolling scenarios, and consider the best alternatives for the Chicago region. Workshop groups will be small enough to allow for quality discussions and detailed questions.

As an agency representative, it is important that the study incorporates your organization's work and perspectives for the future of the region.

Please RSVP to Emily Tapia Lopez at etapia@metroplanning.org, or 312-863-6047 by April XX to indicate your interest in attending, schedule permitting. This invitation is transferable to a ranking member of your staff. Thank you for your immediate attention to this important meeting. Your participation is greatly appreciated.

Sincerely,

MarySue Barrett
President, MPC

Brian McPartlin
Executive Director, ISTHA