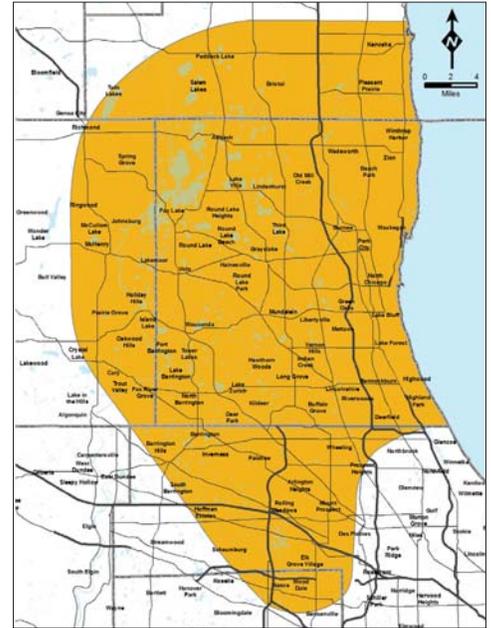


MOBILITY FOR TODAY AND TOMORROW

WHAT IS THE TRI-COUNTY ACCESS PROJECT?

Led by the Federal Highway Administration, the Illinois Tollway, and the Illinois Department of Transportation, and sponsored by the Illinois Tollway, the Tri-County Access Project is about mobility for today and tomorrow. It is a comprehensive regional study that will determine how to ease traffic congestion in Lake, northern Cook and eastern McHenry counties in a way that is environmentally and fiscally responsible.

The Tri-County Access Project will take an in-depth look at current and future transportation needs in an area that is experiencing growth and worsening traffic congestion. The project will identify and evaluate alternative transportation solutions for the project area, which extends about 1,000 square miles and includes more than 80 cities and villages.



Tri-County Access Project Area

WHY NOW?

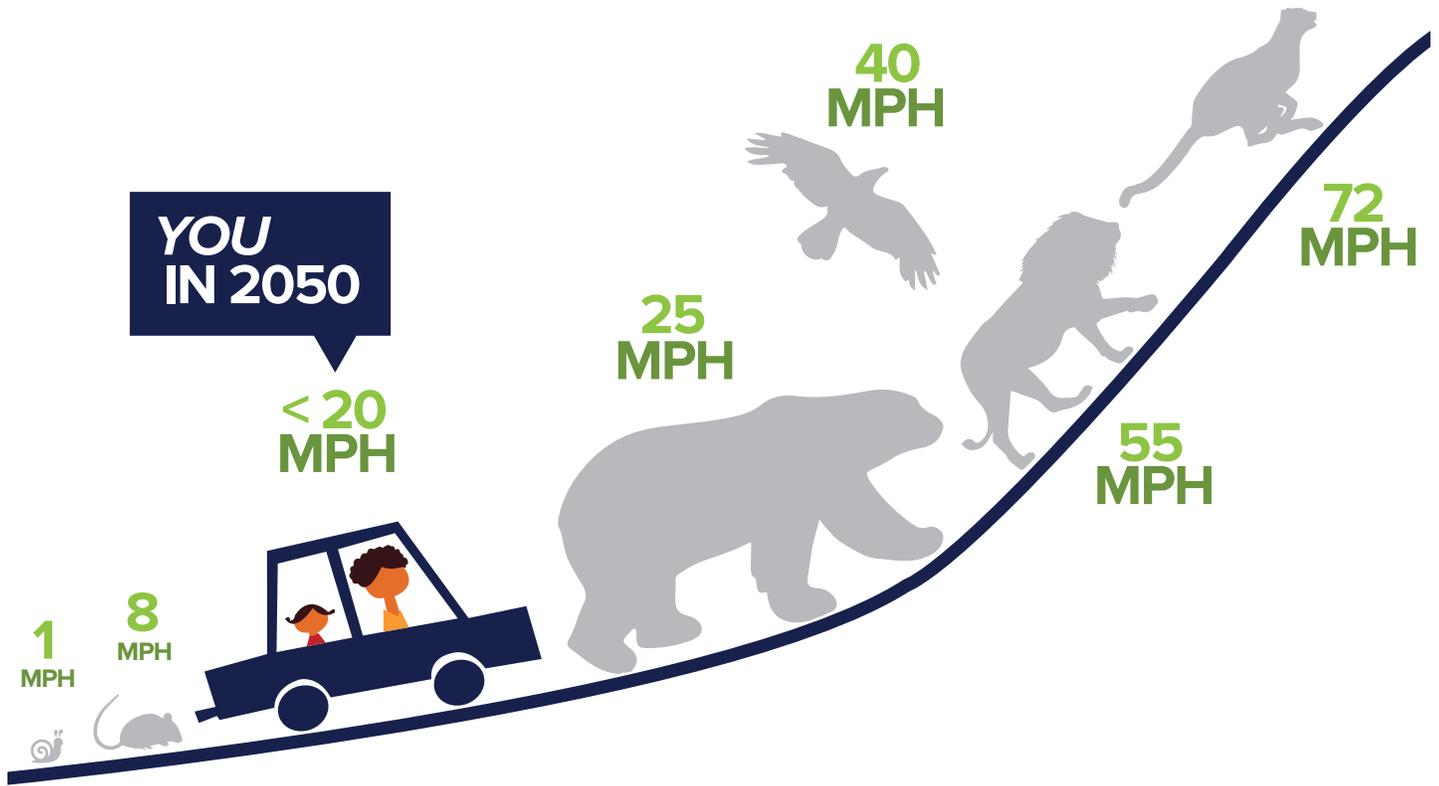
Over the last several decades, the project area has experienced rapid population growth and economic development, yet the region's roads and infrastructure have not undergone corresponding improvements to support this growth. The Tri-County Access Project will provide the technical studies and financial analyses required to identify an effective, environmentally responsible, and fiscally sound transportation project, and will offer ongoing opportunities for public input. The project team will leverage prior study efforts, identify environmentally responsible solutions, and integrate innovative technologies to best solve the transportation issues in the region. Once a solution is identified, a clear and achievable implementation plan will be developed that includes a fiscally sound and feasible project financial plan. Stakeholders will be engaged in the conversation throughout the Project.



WHAT IS AN EIS?

Following federal guidelines set by NEPA, the Project begins with the preparation of an Environmental Impact Statement (EIS).

The National Environmental Policy Act (NEPA) applies to major transportation projects that may require permits or approvals from federal agencies or which may use federal funding. NEPA requires that a range of alternatives be considered and that their environmental impacts be analyzed and disclosed to stakeholders for review and comment. The Tri-County Access Project requires the preparation of an Environmental Impact Statement (EIS), the most detailed form of study under NEPA. The EIS will discuss the need for the project, describe alternative courses of action to address the need, analyze the potential impacts of each alternative, and describe the steps taken to avoid impacts or minimize harm to the environment. Ultimately, the EIS will document the lead agencies' decision about the recommended solution.



2050 TRAVEL PROBLEMS

The Tri-County Access Project began with defining the travel concerns in the project area - how the system works today and how will it work in the future if no action is taken.

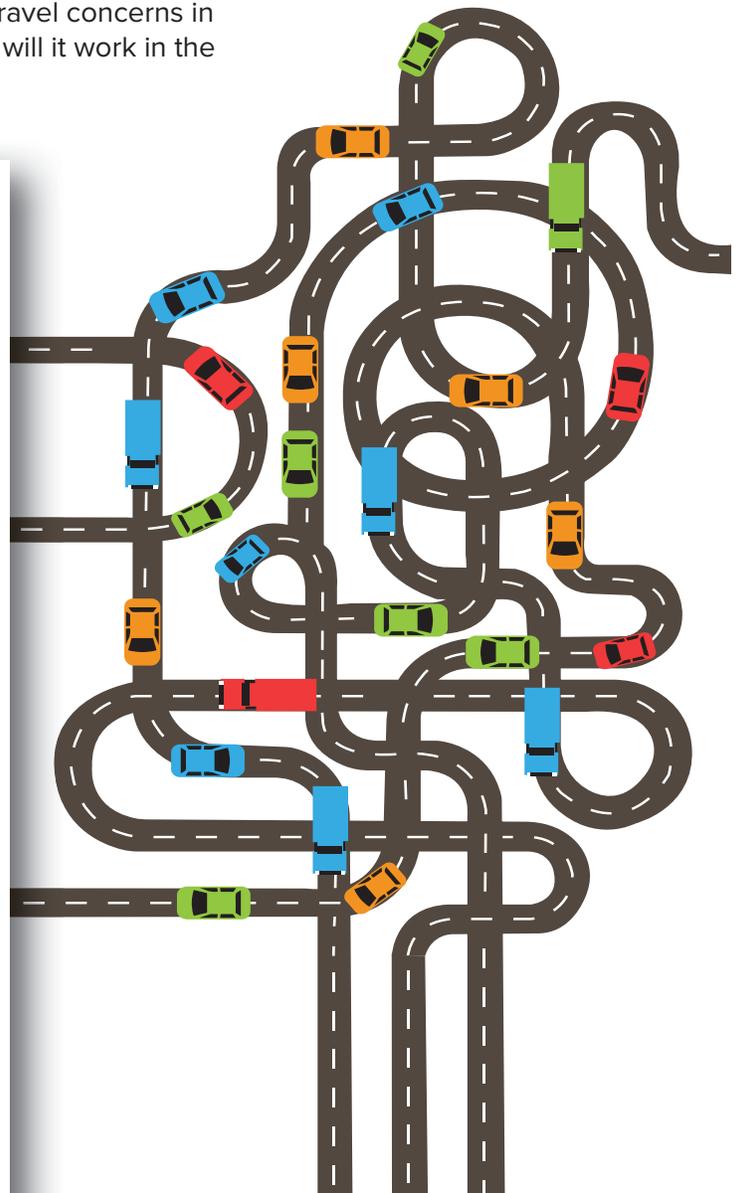
CONGESTED ROADWAY NETWORK

During rush hours (peak travel periods), 31% of area roadways experience moderate to extreme congestion and motorists lose over 190,000 hours daily to congestion. Studies show by 2050, 41% of area roadways will experience moderate to extreme congestion and motorists will lose approximately 300,000 hours daily to congestion.

LACK OF EFFICIENT TRAVEL OPTIONS

The existing transportation network does not provide efficient options to accommodate today's and future (2050) travel needs:

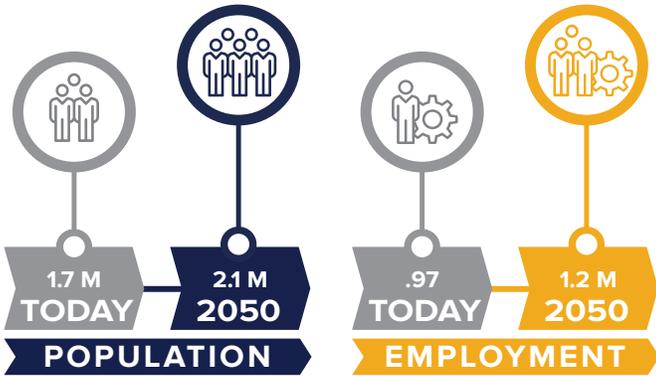
- Existing primary roads (freeways and major arterials) do not adequately connect major origin and destination centers.
- Longer-distance regional trips are diverting to secondary roads (minor arterials and collectors).
- Options for alternative travel modes (transit, bicyclists, and pedestrians) are constrained by area travel patterns and by the characteristics of the area's transit and active transportation systems.



PROJECT AREA CHARACTERISTICS

(TODAY AND IN 2050)

Over the last three decades, the Tri-County Access Project area population has grown from approximately 1.3 million to 1.7 million (31%) and is anticipated to grow by an additional 24% by 2050. At the same time, employment has grown from 0.85 million to 0.97 million and is expected to increase by an additional 24% by 2050. Despite this growth, little has been done to address congestion. As a result, families are spending valuable time stopped in traffic.



2018 +190,000 HOURS



2050 +299,000 HOURS

AVERAGE TIME LOST IN RUSH HOUR CONGESTION

CONGESTED ROADWAYS

By 2050, the total time added to travel due to traffic congestion-related delays in the morning and evening commute will be 57% higher than it is now.

PUBLIC INVOLVEMENT OPPORTUNITIES

The project team is committed to providing opportunities for public involvement throughout the process. Here are some of the different ways you can participate and stay up-to-date on project milestones and provide input:



- Visit TriCountyAccess.org and fill out a comment form
- Sign up for the mailing list
- Attend public meetings
- Attend small group meetings
- Invite us to speak at an event

TRI-COUNTY ACCESS PROJECT STAKEHOLDER INVOLVEMENT

STAKEHOLDER INVOLVEMENT PLAN

To ensure the public outreach is inclusive, comprehensive, and continuous, the project team has developed a Stakeholder Involvement Plan (SIP). The SIP provides a public involvement schedule, a framework for input, and communicates the process through which the general public, public agencies, and governmental officials will have the opportunity to provide input. The initial SIP was published in March 2018 and will be updated to reflect changes throughout the project. The document is available for review and comment on the project website: www.TriCountyAccess.org.

TRI-COUNTY ACCESS PROJECT SCHEDULE



STAKEHOLDER PARTICIPATION GROUP

Feedback from communities and stakeholder groups is important to ensuring that proposed alternatives are consistent with regional goals and objectives. To provide a forum for discussion of details about the goals, objectives, and potential improvements in the region, a Stakeholder Participation Group (SPG) has been formed. The SPG consists of a balanced representation of community leaders from the project area and stakeholders with expertise or technical interest in environmental, land use, transportation and economic issues. SPG members will share the views of communities, counties, groups, and agencies with interests in the project area and are tasked with being the liaison to their respective community, agency or group. The SPG will be asked to provide input throughout the Project.

