

Stakeholder Participation Group Meeting #3

PREPARED BY: Carla Mykytiuk, Tri-County Access Project Community Outreach

DATE: August 30, 2018, 2:30 p.m. to 4:30 p.m.

LOCATION: Holiday Inn Crystal Lake

This third Stakeholder Participation Group (SPG) meeting for the Tri-County Access Project (TCA Project) was held August 30, 2018. The purpose of the meeting was as follows:

- Present the Draft Purpose & Need, which is based on transportation problems discussed at the first SPG meeting on March 21, 2018 (SPG Meeting #1).
- Introduce the Initial Range of Alternatives to be Considered, based on input provided at SPG #2 on April 24, 2018 where members were asked to identify improvement components they suggest be considered to address the identified transportation problems.
- Ask SPG members to confirm the issues to be included as part of Project Scoping and a reminder that comments are being accepted through October 1 for inclusion in the formal Public Information Meeting record.
- Based on questions asked by SPG members at previous meetings, the project's environmental technical team was asked to discuss the environmental resource studies that will be performed as part of the Environmental Impact Statement.

Attendees

One hundred and forty-nine (149) individuals, representing varied interests in the project study area (municipalities, counties, agencies, transportation, business, and interest groups), were invited by the TCA Project Team to participate in the SPG. The full invite list can be found in the [Stakeholder Involvement Plan available on the Project website](#). Of this number, the following 38 attended the meeting:

Jason Navota, Director	CMAP
Kenneth Westlake, Chief	Environmental Protection Agency
Howard Learner, President & Executive Director	Environmental Law and Policy Center
Tim Marabella, Executive Vice President	Great Lakes Construction Association
Josh Weger, Policy Director	IIIFFC
Michael J. Sturino, President & CEO	Illinois Road and Transportation Builders Association (IRTBA)
Ray Arbet, Public Works & Development Services Director	Kenosha County
Chris Geiselhart, President	Lake County Audubon Society
Shane Schneider, Director	Lake County Division of Transportation
Jim Anderson, Director of Natural Resources	Lake County Forest Preserve
Eric Waggoner, Director	Lake County Planning, Building, and Development

Linda Soto, Executive Director	Lake County Transportation Alliance
Susan Zingle	League of Women Voters
Brad Leibov, President and CEO	Liberty Prairie Foundation
Elizabeth Kessler, Director of Land Preservation	McHenry County Conservation District
Scott Hennings, Principal Transportation Planner	McHenry County DOT
Jim McConoughy, Interim President	McHenry County EDC
Joanna Colletti, Water Resources Manager	McHenry County Stormwater Management
David Kralik, Planning Director	METRA
Barbara Klipp, Executive Director	Midwest Sustainability Group
Stacy Meyers, Staff Attorney	Openlands
Thomas Ross, Executive Director	Pace Suburban Bus
Anthony Vega, Conservation Organizer	Sierra Club of Illinois
Christopher Hiebert, Chief Transportation Engineer	Southeastern Wisconsin Regional Planning Commission
Tim Grzesiakowski, Executive Director	Transportation Management Association
Martin J. McLaughlin, President	Village of Barrington Hills
Darren Monico, Village Engineer	Village of Buffalo Grove
Georgeann Duberstein, Trustee	Village of Hainesville
Joseph Mancino, Mayor	Village of Hawthorn Woods
Mike Hankey, Director of Transportation & Engineering	Village of Hoffman Estates
Michael Talbett, Chief Village Officer	Village of Kildeer
Karl Warwick, Village Administrator	Village of Lake Villa
Clay Johnson, Village Administrator	Village of Lindenhurst
Michael Sarlitto, Trustee	Village of Long Grove
Maria Peterson, County Board Member	Village of North Barrington
Richard Hill, Mayor	Village of Round Lake Beach
Natalie Karney, Village Engineer	Village of South Barrington
David Brown, Public Works Director	Village of Vernon Hills

In addition, the following elected officials participated in the meeting:

Edward Gallagher, District Director for State Senator Melinda Bush

The following TCA Project Team members led the SPG through the presentation and addressed questions:

Presenters:

- Reed Panther, Illinois Tollway

- Lidia Pilecky, Jacobs
- Jeff Frantz, Jacobs
- Brian Connor, Jacobs

In addition to SPG members, agency representatives, and the TCA Project Team, eight (8) stakeholders from the public and one representative from the media were in attendance to observe SPG Meeting #3. Public attendees were encouraged to submit comments via the TCA Project website or comment card. Seven comment cards were submitted at the meeting from four individuals.

Summary

Sign-In and Online Polling Registration

Upon arriving at the meeting, SPG members were asked to sign in. Assistance was offered to confirm that SPG members were signed into *PollEverywhere* and ready to use their mobile devices or tablets to participate in the online polling. The objective of the polling was to collect feedback throughout the meeting for the TCA Project Team to fully incorporate into the Project development and scoping process. Polling results can be found throughout the [SPG Meeting #3 presentation](#) available on the project website.

Meeting Kick-off

Lidia Pilecky of Jacobs, welcomed everyone to the third meeting of the SPG.

Meeting Agenda

The agenda for the meeting was as follows:

- Project Status Update
- Identifying Issues to be Addressed (Project Scoping)
- Draft Purpose & Need
- Initial Range of Alternatives to be Considered
- Environmental Resource Studies
- Next Steps

Meeting Presentation

The PowerPoint presentation ([click here for SPG Meeting #3 presentation](#)) featured an overview of the following:

Project Status Update

Ms. Pilecky explained that the formal Environmental Impact Statement (EIS) process is being advanced in conformance with the National Environmental Policy Act and in conformance with the Memorandum of Understanding implementing One Federal Decision under Executive Order 13807. The EIS process began on July 16, 2018 with the Federal Highway Administration's publication of the Notice of Intent in the Federal Register. The early planning studies that have been performed to date, including the early input we received from the SPG at our first two meetings, will now inform the EIS process. This early input establishes our common understanding of transportation needs in the TCA Project area and informs the range of issues and potential alternatives to be considered.

The TCA Project process was reiterated. Currently, the TCA Project Team is completing the "Needs Assessment" stage of the Project and advancing studies of a broad range of multi-modal Initial

Alternatives (formerly System Alternatives) alongside the No-Build Alternative. Based on findings of the Initial Alternatives studies, the next step will be to identify a set of Alternatives for Detailed Consideration (formerly Build Alternatives) that will be considered in detail. Results of analyses and public input will be used to support identification of a Preferred Alternative and will be documented in a formal document as the Draft EIS. The Draft EIS will be made available to the public and stakeholders for comment. The Federal Highway Administration, in collaboration with Project sponsors (the Illinois Tollway and IDOT) will consider the comments and decide on a Selected Alternative which will be identified and documented in the Final EIS and Record of Decision (ROD), expected to be issued in 2021.

Opportunities for public and stakeholder input are an essential element of the TCA Project. With the launch of the EIS process, a round of Public Information Meetings to introduce the TCA Project and to receive early public input will be conducted. All input received through these Public Information Meetings and at today's SPG Meeting will be considered as part of the now ongoing EIS scoping process.

SPG Meeting #1 and #2 Summaries

A brief synopsis of the first two SPG Meetings and how they are being used in the project study process was provided. Meeting summaries for the first two SPG Meetings can be found on the Project website.

During SPG Meeting #1, SPG members provided input on transportation problems and concerns and resources that are important in the area via a mapping exercise. The transportation problems and resources you identified are now being considered as part of the EIS scoping process.

Another mapping exercise was conducted during SPG Meeting #2. SPG members identified multi-modal improvement components to be considered. The improvement components you identified serve as the starting point for the Initial Alternatives that are now being developed.

Project Scoping

The TCA EIS scoping process began with FHWA's publication of a Notice of Intent (NOI) on July 16th, 2018. Scoping is intended to allow all interested parties the opportunity to identify the range of issues to be addressed when considering a projects' proposed action. For the TCA Project, all input received during the early planning study phase, including input received at the first two SPG meetings, will be considered during the Scoping process. Input received through the initial round of Public Information Meetings as well as ongoing input received via the project website and letters/comments from the public will also be directly considered with the Scoping process.

As part of the ongoing EIS scoping process, the TCA Project Team is requesting input on each of the three elements of the scoping process: Purpose and Need, range of alternatives to be considered to address identified transportation issues, and environmental resource studies. In the interest of providing maximum opportunities for input to the scoping process, FHWA has extended the scoping comment period through **October 1, 2018**.

Public Information Meetings

Recognizing the significant size of the TCA Project area and guided by input from several SPG members, the Illinois Tollway has decided to hold two identical Public Information Meetings at two different locations in the Project Area. Our first meeting was held on July 25th, and a second meeting will be held in Kildeer, IL (Concorde Banquet) on September 6th. The purpose of the meetings is to provide an overview of the project and to receive early input from residents, businesses and communities that will assist in the TCA Project Environmental Impact Statement (EIS) process. Information will be available on the project study limits, schedule, draft Purpose & Need, potential alternatives and issues to be addressed as part of the project.

At the first Public Information Meeting in Lakemoor, 275 persons attended from 64 communities and 6 counties (60% from Lake County, 20% McHenry County, 20% Cook, DuPage, Kenosha and Walworth Counties).

The public had an opportunity to participate in the mapping exercise conducted during SPG Meeting #2 on transportation issues, area resources, and improvement components. Some common themes from the first information meeting include:

- concerns about congestion and the lack of access in the Project area,
- concerns about effects on the areas' environmental resources and quality of life for area residents,
- Concerns and suggestions about specific portions of the area's transportation system – for example Routes 12, 22, 45, and 120.

This early public input complements and expands on similar input provided in our SPG meetings this Spring and will be considered as part of the ongoing scoping process.

Draft Purpose and Need

The Purpose and Need defines the problems that a project intends to address, informs how alternatives are developed, and supports the selection of a preferred alternative. Alternatives that are developed will be measured against their ability to correct the problems identified in the Purpose and Need.

As part of early coordination and analyses, the TCA Project Team identified Goals and Objectives for the Project, which were presented at SPG Meeting #2. The Goals and Objectives focused on transportation issues and incorporated both the results of transportation system performance studies under current and future (Year 2050) No-Build Alternative conditions, as well as early input received at the SPG meetings and from other stakeholders and agencies. Those Goals and Objectives now serve as the basis for the Draft Purpose and Need.

Stakeholder input is an important part of developing the Purpose and Need. At the first two SPG meetings, we asked for stakeholder input on the performance of the transportation system, where you experience travel-related problems, what parts of the system are working well, and what types of changes, if any, you think would be helpful.

Among the things we heard from you at prior meetings or that were corroborated by our transportation system performance findings are:

- Congestion and travel time reliability are your top transportation concerns
- The roads you most often avoid due to congestion are IL 22, IL 53, IL 83, IL 120, US 12, US 45, and Lake Cook Road
- Many of you are choosing which roadways to use based on travel time rather than distance – in other words, being willing to travel farther if it is faster
- Congestion affects route choices and is expected to worsen by the year 2050, from 190,000 hours of vehicle travel per day currently to 290,000 hours.
- From a worker productivity perspective, the average worker spends 9 days in traffic congestion per year currently, increasing to 11 days per year in 2050.
- Existing transit options do not adequately service employment destinations

The **purpose** of the TCA Project is to provide efficient travel options that meet current and future transportation needs by reducing congestion, providing modal options, and improving access to homes and jobs.

The Project **Needs**, that define the measures for meeting the Project purpose are:

- Relieve congestion and improve reliability of travel;
- Improve travel options that connect major origin and destination centers; and

- Improve local and regional travel efficiency.

The Draft Purpose and Need will be refined as needed, provided for public input, and will then be presented for concurrence from involved regulatory and resource agencies.

Initial Range of Alternatives to be Considered

A broad range of solutions, including the No-Build Alternative, will be considered for the TCA Project. Technical findings of the transportation system performance analysis will serve as the foundation for development of transportation solutions. Earlier studies and previously planned projects will also be reviewed and considered during the alternatives study process. Stakeholder input will be sought and encouraged throughout the process, beginning with input requested as part of SPG Meeting #2 and the initial Public Information Meetings. The solutions considered as part of the TCA Project will integrate avoidance and minimization of environmental impacts.

No-Build Alternative

The No-Build Alternative is the basis for defining future transportation needs in the 2050 planning horizon. The features of the No-Build Alternative include today's transportation system, Regionally Significant Projects identified as part of CMAP's *ON TO 2050 Plan* (October 2018), and programmed projects which will add travel lanes or improve intersections/interchanges in the TCA Project area.

The No-Build Alternative will be considered as an alternative throughout the EIS process. It will also serve as a benchmark for comparing the performance and impacts of other alternatives.

Developing Initial Alternatives

Stakeholders at SPG Meeting #2 were asked to identify improvements that could solve transportation needs in the Project area. The results of that mapping exercise were shared with the attendees of SPG Meeting #3 and can also be found in the SPG Meeting #2 summary. Members of the public will participate in an identical mapping exercise during the first round of Public Information Meetings. Input during SPG Meeting #2 showed a desire to incorporate multi-modal improvements at shared locations, to consider capacity improvements on existing roadways, and to consider a new freeway corridor in the Project area. Improvement components identified during these early meetings will inform the Initial Alternatives.

Based on public input and results from the transportation system performance analysis, 13 corridors are currently under consideration as part of the Initial Alternatives studies. These include new corridors, existing corridors and a combination of new and existing corridors. Inactive corridors are routes that were suggested by the SPG but are not currently under consideration since they either have been included for improvement in the 2050 No-Build Alternative, do not require additional capacity based on initial travel demand modeling, or they can be served by improvements along a parallel route.

Transportation Performance Measures

Transportation Performance Measures focus on the analysis of the transportation system including roadways, transit and active transportation. Preliminary performance measures that may be used to evaluate the travel performance characteristics of alternatives were briefly shared. Performance measures will be refined and further developed as the Purpose and Need statement is finalized.

System-level Travel Performance	Measure
Vehicle Miles Traveled (VMT) and Congested Vehicle Miles of Travel (CVMT)	Change and comparison in vehicle miles and congested vehicle miles traveled on the transportation network
Vehicle Hours Traveled (VHT)	Change and comparison of vehicle hours of travel on the transportation network
Vehicle Hours of Delay (VHD)	Change and comparison of vehicle hours of travel delay on the transportation network
Travel demand and Level of Services (LOS)	Change in segment-level travel demand and LOS on the transportation network
Travel Pattern Assessment	Comparison and Change in travel patterns in the Project Area
Travel Time Effectiveness	Comparative travel time changes for representative locations in the Project Area
Travel Efficiency	Reduction in travel time compared to total lane-miles added for the alternative
Roadway Safety Considerations	Comparison of predicated crash profiles for alternatives under consideration
Estimated Costs	Planning level cost comparisons for alternatives under consideration
Transit, Freight/Intermodal, Active Transportation	Comparisons of total new transit opportunities, access to freight and intermodal facilities, bike and pedestrian opportunities and connections

Environmental Resource Studies and Environmental Impact Analyses for Initial Alternatives

At previous SPG meetings, members expressed a desire to better understand how environmental impacts would be assessed as part of the EIS. Given the interest, the remainder of the meeting was dedicated to this topic. Jeff Frantz explained the overall approach for conducting environmental resource studies and impact analyses for the Initial Alternatives studies. At this early stage, the TCA Project Team will use available GIS data and information from prior resource and project studies. Field observations will also be performed to assess additional data needs and to clarify available GIS data. The Tollway will be sending out notification letters to the local governments where fieldwork may occur.

The environmental and engineering teams will work together to identify means to avoid impacts, initially focusing on high quality resource areas, and to consider engineering solutions which can help avoid and minimize impacts. Avoidance and minimization is always the first approach. The potential impacts associated with each Initial Alternative, including the No-Build Alternative, will be identified. The potential effects will then be discussed with stakeholders and regulatory and resource agencies.

Maps showing some, but not all, of the natural and socioeconomic database output that the TCA Project Team is continuing to refine were shown. These maps were provided during SPG Meeting #2 and are available on the Project website.

As part of the Initial Alternatives development, the following categories of resources are being considered:

- Socioeconomic Resources
- Community Facilities
- Land Use
- Parks and Recreation Sites
- Agriculture
- Cultural (Archaeological and Architectural)
- Air Quality
- Noise
- Aesthetics/Visual
- Hazardous and Special Waste
- Ecosystems and Habitats
- Threatened & Endangered Species
- Water Quality
- Floodplains
- Water Resources

A panel of environmental experts were on hand to discuss how community, cultural, aesthetics and visual, natural, and water resources will be analyzed during the Initial Alternatives studies. The evaluation of these resources will include qualitative as well as quantitative measures.

Community Resources

Chris Norrick discussed community and socioeconomic resources, such as land use, parks, protected lands. Some of the community resource considerations that will be evaluated include:

- Socioeconomic considerations – includes assessing community demographic trends in population, households, and employment. It also involves reviewing other demographic information to understand community characteristics.
- Land use considerations – includes reviewing existing land use and zoning and characterizing land uses and locating structures and buildings along Initial Alternatives corridors.
- Community resources or facilities – includes identifying and locating public facilities such as schools, churches, cemeteries, and government service buildings.
- Special lands – includes parks and recreation areas, other protected lands, as well as publicly owned recreation lands include federal, state, county, and community sites. Examples include state parks, such as Volo Bog, municipal parks, county facilities, Lake County Forest Preserve and McHenry County Conservation District sites. Other protected lands include national wildlife refuges, such as Hackmatack in McHenry County, Nature Preserves, and Illinois Natural Areas. There are also conservation areas owned by both public and private entities, such as Liberty Township and Openlands, to name a few.

This information will be used to evaluate potential impacts of Initial Alternatives to community resources, including the following:

- In terms of socioeconomics, this will involve compiling US Census information and CMAP forecasts to understand historic and forecast growth. We will also use census tract data along each Initial Alternative to assess potential impacts to special group populations.
- For community services and land uses, we will determine which buildings would be directly impacted by each alternative and will review land use plans to assess each alternatives' compatibility with those plans.

- For special lands, parks and recreation areas as well as other protected lands, our assessment will involve determining the nature of potential impacts to sites along each Initial Alternative.

Cultural Resources

Human and cultural resources, including historic sites, noise impacts, and air quality are also being considered. Jay Martinez led the discussion about how cultural resources – both historic and archaeological – is being considered.

The cultural resources that will be examined follow the U.S. Department of the Interior National Park Service (NPS) Categories of Historic Properties associated with the National Historic Preservation Act of 1966. These categories are as follows:

- Buildings – houses, barns, schools, and churches
- Structures – bridges and dams
- Objects – fountains/bubblers or monuments
- Sites – historic or prehistoric; this distinction is made in the United States by the presence of European contact
- Districts – groupings of historically important buildings

The first part of the research effort is a database review. After the database review is complete, field verification from public right of way will be conducted to confirm location, condition, and integrity of the gathered resources. Professional Archaeologists have access to an online database system that maps every known archaeological site in the state. Data will be gathered on the recorded archaeological sites along each Initial Alternative.

For historic sites a database called Historic and Architectural Resources Geographic Information System, or HARGIS, will be used to identify how many historic sites are along the Initial Alternatives. Mr. Martinez showed an image of the HARGIS database depicting a portion of the Village of Barrington in Cook and Lake Counties to explain how the database will be used.

Initial Alternatives will be evaluated based on several criteria, including the number of cultural resources impacted, the degree of impact to each resource, and the importance of the impacted resource. Input from the Illinois State Historic Preservation Agency will inform these assessments.

Aesthetic and Visual Resources

Jeff Eichenauer spoke about the aesthetic and visual considerations at this stage of the Project. The visual and aesthetic character of the Project will be determined by understanding three main categories of resources in the project area: the natural environment, the built environment, and the project environment. For each of the Initial Alternatives, information will be collected on features such as waterways and vegetation, buildings and structures, and geometrics and bridges that are within their viewsheds.

There are two types of viewsheds that will be considered for this project: static views towards the transportation improvements and dynamic views from the transportation improvements. Static views are typically based on observation experiences of project improvements from a specific place. Examples of static views could be from a residence, place of business, trail, park, etc. where the user is able to experience 360-degree views. Dynamic views are typically based on fluid observations of project improvements as travelers pass thru the project. The dynamic views are typically experienced by motorists and can change frequently based on based on role of the user (driver/passenger), direction and speed of travel, time of day, weather, etc.

Data gathering for the visual and aesthetic resources is expected to include:

- Review and examination of prior reports, aerial photography, GIS data, maps

- Collaboration with other project resource specialists
- Field verification to provide high level observations of existing conditions and to identify the general character of landforms, water bodies, vegetation, built environment densities, etc. that impact the viewsheds; and
- input from stakeholders on visual and aesthetic resources in the project viewsheds.

Stakeholder and user feedback is important as the TCA Project Team collects visual and aesthetic resource data and evaluates beneficial and adverse viewsheds both now and as the project advances. After it is determined how the viewsheds are experienced by users along each Initial Alternative, potential changes in the visual character will be evaluated along with opportunities to implement aesthetic enhancements. Data gathering, and evaluation considerations of visual quality will remain broad during the development and evaluation of Initial Alternatives.

Natural Resources

Jim Novak discussed the importance of and evaluation of Natural Resources; including wetlands and waters, habitats, and threatened and endangered species.

There are numerous resources that will be reviewed under the topic of Natural Resources. This not only includes natural resources that have regulatory protection, but resources that are important because of their scarcity or by the fact that they may provide habitat for wildlife, plants, or provide passive recreational opportunities for people (bird watching/hiking, etc.).

Wetlands and waterbodies are valued resources that are unique by themselves but also provide suitable habitat for numerous species of plants and animals. In addition, wetlands provide water quality benefits by filtering stormwater runoff and can attenuate flooding through natural depressional storage of stormwater. Wetlands are protected at the federal level under Section 404 of the Clean Water Act but also have protection under local county level ordinances and in cases of state sponsored projects, protection under state law (the Interagency Wetland Policy Act of 1989). Wetlands are very important because of the habitat they provide for plants and animals. Lake and McHenry County have identified wetlands that because of their qualities and functions are considered unsuitable for modification. These wetlands are called ADID wetlands (Advanced Identification sites). Because of their qualities avoidance of impacts is most important and when avoidance is not possible, extensive coordination with the regulatory agencies is required. All wetlands in the Project area, including ADID wetlands, will be inventoried.

Other natural areas such as forests, remnant native prairies, grasslands, and oak savannas, which currently do not have regulatory protection like wetlands, will also be inventoried. These are important representative native Illinois plant communities that are scarce throughout Illinois because of farming and development. During the evaluation phase of the project, the TCA Project Team will look for ways to minimize and avoid impacts to these important communities.

Many of the scarce and high-quality habitat sites in the Project area are already protected by the Forest Preserve Districts and the Illinois DNR – for example, the Rollins Savanna, the Chain O'Lakes State Park, and the designated Hackmatack Wildlife Refuge. But, not all natural resources in the Project area are protected by park districts or forest preserves; therefore, we will be reviewing undeveloped land parcels throughout the Project area to determine the condition of these lands, their aerial extent, and what potential habitat and functions they may provide to wildlife and plants.

Wildlife habitat can be split into aquatic, terrestrial, and avian habitats. Terrestrial species include mammals and reptiles that can be found throughout northern Illinois like deer, raccoons, and numerous species of snakes. Aquatic species include frogs, fish, and mussels which inhabit most of our streams, ponds and wetlands. Avian or bird species inhabit upland and aquatic sites and can include threatened and endangered species, Species of Concern and more common migratory birds. Because of the

Migratory Bird Treaty Act, the investigation of habitat will include areas that would not at first glance be considered high quality habitat areas but may provide nesting and foraging for migratory species. Also related to wildlife habitat is the identification of larger forest tracts. Both IDOT and the Tollway have memoranda of agreement with the IDNR to identify forest tracts of 20 acres because of their importance to wildlife. The TCA Project Team will be identifying these larger tracts. For wildlife, protecting habitat is as important as protecting the actual species themselves. This is especially true for threatened and endangered species.

We will inventory and document the presence, potential presence, and suitable habitat of state and federally listed threatened and endangered species.

Many, but not all of the important natural resources we will be reviewing have been documented on numerous databases. These include US Fish and Wildlife Service National Wetlands Inventory maps, Lake and McHenry County Wetland Inventory and ADID maps, and the federal and state databases for threatened and endangered species. The local forest preserve and conservation districts also have documented the presence of sensitive species and habitat within their boundaries as well. Other projects and studies have been completed in the Project area and information that has been collected for those projects will be considered during the evaluation phase to supplement what is available to us from desktop and field reviews of natural resources.

Field investigations will be completed to ground truth the databases when possible and will also be completed to add information to the existing data that has been already reviewed. The TCA Project Team will look at potential wildlife habitat areas identified during the desktop reviews to determine their suitability as habitat for key species. The evaluation of local open space features will also note whether these open spaces are vulnerable to development not related to this project.

Our assessment of wildlife and habitat will consider the regulatory framework of current natural resource protection laws and policies. Upon completion of the initial inventories, summaries of the natural resources will be compiled and prior to formal evaluation of the impacts, coordination with the pertinent natural resource agencies will occur to solicit their input and to request additional information on resources in the Project area.

The evaluation of the Initial Alternatives will look at all areas and determine their potential to provide habitat, including habitat for threatened and endangered species, and how the Initial Alternatives may affect these habitats. Considerations for habitats in natural areas include - Forests for endangered bat species, grasslands for declining bird and pollinator insect species (like the rusty patch bumblebee), and wetlands for the variety of species these areas harbor.

Water Quality

Karen Kabbes spoke about the importance of maintaining the quality of the region's water resources to the project study area's quality of life. The evaluation of both surface water and groundwater is an important part of this study. The TCA Project Team will begin by collecting data about the existing quality of surface waters in the Project area.

There are a number of waterways that are currently used for all types of uses, including recreation. They support a wide range of fish, mussels and natural life. Several waterways are already noted as impaired and cannot be enjoyed for a wide range of uses. Available data on all waterways potentially impacted by the Initial Alternatives will be obtained to determine their current state.

Concerns have already been raised about certain pollutants that are associated with roadways and adjacent land development. With the help of regional water quality data, several pollutants such as total suspended solids and salt chlorides have already been identified as pollutants of concern. We will obtain and analyze information about the existing level of these chemicals in the waterways and land uses. Another concern related to healthy streams is the physical obstructions or disruption to in-stream habitats that can result as a side effect of development, thus negatively effecting the range, areas of

refuge and ecosystem support of mussels and other aquatic organisms. Therefore, the TCA Project Team will review physical attributes of waterways in the region.

Groundwater has been a historically important source of water supply to the region. While more areas are accessing Lake Michigan water, many areas residents and business still rely on groundwater. This Project will identify where there are existing public and private wells and areas of groundwater recharge. Existing aquifers in the area, both the shallow aquifers and deep aquifers, that supply the water for the region will also be noted.

The TCA Project Team will review available aerial and survey data, past studies and data obtained by local, state and federal agencies and research institutions. Information being gathered will include existing waste water treatment facilities and discharge locations, as well as locations and conditions of the region's watersheds. Field verification of data collected will be performed to review potential signs of instream waterway obstructions or habitat changes.

The evaluation of Initial Alternatives will consider potential impacts related to changes to waterways and land cover, as well as increases in the amount of pavement areas and impervious surfaces as related to stormwater runoff pollutants.

Next Steps

The SPG and public meeting schedule was outlined as follows:

- The first of this Public Information Meeting series was held on July 25th, 2018.
- The second of this Public Information Meeting series will be held on September 6th, 2018.
- SPG Meeting #4 will be held in early 2019 and will provide an opportunity for input on the Initial Alternatives studies.

An overview of the TCA Project schedule was provided ([see SPG Meeting #3 Presentation deck](#)).

SPG members and public observers were reminded about ways to stay involved in the TCA Project:

- As representatives of area communities, organizations, agencies, and interest groups, serving constituents through continued active participation in the SPG is vital, particularly during these early stages of the study process.
- The general public will have numerous opportunities to be informed and to provide input. Opportunities include TCA Project public meetings and hearings, fact sheets, one-on-one meetings with TCA Project Team members, and team presentations to groups.
- The public can reach the TCA Project Team via email (TriCountyAccess@getipass.com).
- The TCA Project website (www.tricountyaccess.org) is a central source for up-to-date information about the Project and the place to go to submit comments, questions, and requests for information.

Responses to Questions and Comments

Throughout SPG Meeting #3, SPG members had the opportunity to submit questions. At appropriate breaks in the presentation and as time allowed, questions were addressed. Substantive questions submitted with applicable responses are presented in this section. Typos and grammatical errors have been corrected and duplicates have been removed.

Thoughts and Questions Submitted Regarding the TCA Project Draft Purpose & Need

Question	Response
How is protecting and preserving environmental values being incorporated into one of the goals in the purpose and need?	The emphasis of the EIS and the NEPA process in general is in understanding and disclosing the potential environmental effects of a proposed project so that local, state, and federal agencies, as well as the general public, can provide input on the project and the values to be considered in decision-making. These values include balancing protecting the environment, improving or preserving quality of life, and providing transportation solutions. Purpose and Need statements are required to specify the purpose and need to which the agency is responding in proposing the alternatives. As a transportation agency, the purpose and need for FHWA led-projects focus on transportation issues or deficiencies that are being addressed. As part of the EIS, a discussion will be included of the environmental impacts of the alternatives as well as any adverse environmental impacts which cannot be avoided. See 40 CFR 1500.16 Environmental consequences for the topics which will be discussed in the EIS.
The purpose and needs does not address environment impacts	
Protecting quality of life should be included	
This project needs to include natural resource protection as a main driver.	
Why isn't environmental preservation started up front as a purpose and need	
Roads cause environmental problems like fragmentation. You need to go beyond typical in your purpose and need	
Failure to include Environmental considerations within the Purpose and Need are indicative of incomplete and narrow planning efforts. A ton of comments have been issues concerning Environmental considerations which ought to have been included within the Purpose and Need.	
Purpose and need should consider impacts to communities, quality of life, accessibility, and environmental resources	
Purpose and need should include quality of life and globally important natural	
Natural resource protection is a need and should not be relegated to the natural resource analysis.	
Purpose and need should acknowledge the BRAC principle that Transportation, Environment and Community Quality of Life should complement and be reflected in a balanced solution and not solely focus on road needs.	
Purpose should reflect other goals, e.g., quality of life, environment	

Question	Response
Climate resiliency needs to be a primary factor	Resiliency will be a design consideration for all alternatives under consideration.
I do not agree with statement as drafted. It does not include a myriad of issues raised over past several months.	The analyses that support the Purpose and Need are supported with feedback we have received from stakeholders. We are happy to discuss the components of the Purpose and Need further if you have specific questions.
Need emphasis on local roads for local trips, running errands - not everything requires a major highway.	Improving local and regional travel efficiency is identified as one of the Project's draft needs. For example, in portions of the project area, local roads are being used for longer trips. By moving longer trips to transit or roadways intended to carry longer trips, the performance of local roads may improve.
How will the purpose and need recognize that the CMAP draft ONTO 2050 plan has de-prioritized the proposed Lake County IL-53 Tollway Extension - Tri County Access project, and does not treat it as a fiscally constrained project?	CMAP's preliminary recommendation states: "The TCA Project could offer significant regional mobility benefits for the Chicago metro region, but points out that environmental studies must still be completed to support a decision and to reach consensus". The Illinois Tollway supports this recommendation by CMAP, which aligns with the purpose of our recently launched Tri-County Access Project environmental study and its overall goal – to identify an innovative, environmentally responsible, and fiscally sound regional transportation solution.
Questions or thoughts regarding Funding	
How will the final recommendations be funded? What type of time schedule will be developed along with priorities?	Funding along with an implementation plan and schedule are among the topics that will be considered during the alternatives evaluation. Our goal is to identify a fiscally sound regional transportation solution which considers the resources and constraints of area transportation providers.
Funding?	

Question	Response
<p>Illinois must stop financing infrastructure with a "capital bill" once every 10 years. These boom and bust cycles do not deliver reliable maintenance of the system nor will meaningful expansions ever be possible this way. State leaders must deliver reliable annual funding for critical public infrastructure.</p>	<p>State transportation agencies in the State of Illinois receive the majority of their annual funding from the collection of vehicle registration fees and gas taxes. These revenue streams are distributed through the state budget process and are predominately allocated to repairing roads and replacing bridges. Large infrastructure projects such as those designed to address congestion and provide system expansion traditionally have relied on an enhanced program through a Capital Bill because undertaking them with traditional revenue sources is not feasible. Ultimately, statewide public infrastructure funding policy decisions are beyond the scope of this project.</p>
<p>See the Illinois Economic Policy Institute's website www.illinoisepi.org for reliable info on the extent of underfunding of the state transportation system.</p>	
<p>Questions or thoughts regarding Environmental Resource Studies</p>	
<p>How will Executive order 13807 impact the EIS process?</p>	<p>The Federal Highway Administration designated the TCA Project as a "major infrastructure" project and is therefore subject to the requirements of Executive Order (EO) 13807. The EO directs Federal agencies to follow a unified environmental review and authorization process when multiple federal agencies have authorization decisions, resulting in timely environmental reviews and coordinated permitting processes. The lead Federal agency (FHWA) and the project sponsors (Illinois Tollway, and IDOT) are working closely with federal and state regulatory agencies to ensure that their input is obtained and considered early and throughout the project process, and that the environmental review and permitting process for the TCA Project is coordinated, thorough, and transparent.</p>

Question	Response
I can't emphasize natural resources enough. Our air quality is currently rated F by the Respiratory Health Assoc., flooding is becoming routine. More pavement and more cars will not help.	The TCA Project will consider all of the resources you have noted, in addition to socioeconomic resources, such as impacts to minority and low-income communities, homes and businesses, and access to public services and facilities. Existing congestion contributes to lower air and water quality. The TCA Project will consider how any alternatives, including taking no action, improving transit, improving active transportation, and improving roads, will impact both natural and socioeconomic resources.
You need to factor in mitigation needs early in the process. Future development associated with the project needs to be considered. Future opportunities laid out in the McHenry and Lake County green infrastructure plans. They are readily available.	While mitigation may be required for the project, our initial focus is on identifying means to avoid and minimize impacts to resources. When mitigation is considered, the project team will coordinate with resource and regulatory agencies and local land management agencies to help identify and evaluate the best options for mitigation, including opportunities identified in published plans, such as those you mention.
Do it right. Study and use the data that already exists and make educated and informed decisions. Impacts to natural resources to accommodate frustrations to travel time is not a reason to extinguish or adversely impact our irreplaceable natural resources. Proceed with caution.	The TCA Project will leverage prior studies, in addition to completing updated or new studies, where warranted. The solutions that will be considered will be evaluated based on their ability to balance transportation needs with potential adverse impacts to natural and socioeconomic resources.
NW1 maps are no substitute for wetland delineations. You need a geoplatform where we can interact with your data. Mitigation costs should be weighed into build alternative costs.	Given the 1000 square mile project study area, in consultation with regulatory agencies, we have proposed the use of available published information while identifying the initial alternatives. Field studies, including wetland delineations, will be performed for the alternatives that will be carried forward for detailed examination in the Environmental Impact Statement. Mitigation will be included in the estimated costs for alternatives under consideration.
How much will be original, on the ground studies vs secondary research? Please do this part as carefully and thoroughly as possible - this is what drives the quality of life.	Given the 1000 square mile project study area, in consultation with regulatory agencies, we have proposed the use of available published information while identifying the initial alternatives. Field studies, including wetland delineations, will be performed for the alternatives that will be carried forward for detailed consideration in the Environmental Impact Statement.

Question	Response
Questions or thoughts regarding Alternatives Development	
I'm happy to report that the long standing, infamous traffic congestion on the 120 going west from the 45 has been eliminated by a new right turn lane at the 120 and Hainesville Rd. Also, computer-controlled traffic lights have been installed from 45 west on 120 to 134.	Your comment is noted.
Will multi modal aspects be considered and which ones?	The TCA Project will examine the compatibility of expanded transit service with the area's land use patterns and future travel characteristics and will determine how transit can be included as an element of a multi-modal transportation solution. Multi-modal solutions to be considered include expanded bus and shuttle services, accommodations for bicycles and pedestrians, and complementary transportation system and demand management strategies.
The draft purpose says the goal includes "provide modal options" - let's hope the preferred alternative isn't car centric.	Improving travel options that connect major origin and destination centers in the project area is identified as part of the Project's draft purpose. The TCA Project will examine the compatibility of expanded transit service with the area's land use patterns and future travel characteristics and will determine how transit can be included as an element of a multi-modal transportation solution. Currently, approximately 2% of daily trips which both begin and end in the TCA Project area (internal trips) and 3% of daily trips that begin or end outside the area use transit service.
SW Lake County is sorely lacking connectivity to College of Lake County and Waukegan. We need public transportation for our students and residents.	Improving travel options that connect major origin and destination centers is identified as part of the Project's draft purpose. The TCA Project will examine the compatibility of expanded transit service with the area's land use patterns and with future travel characteristics and will determine how transit can be included as an element of multi-modal transportation solution.
How do we incorporate the EJE RR and add stations to existing RR lines at nodes?	The TCA Project will examine the compatibility of expanded transit service with the area's land use patterns and future travel characteristics and will determine how transit can be included as an element of a multi-modal transportation solution. Improving access to existing rail transit

Question	Response
	lines is among the options that will be considered.
Transit usage is declining while passenger rides are up. Why is this study emphasizing transit?	Improving travel options that connect major origin and destination centers is identified as part of the Project's draft purpose. The TCA Project will examine whether expanding transit service is compatible with the area's land use patterns and with future travel characteristics and will determine how transit can be included as an element of multi-modal transportation solution. Currently, approximately 2% of daily trips which both begin and end in the TCA Project area (internal trips) and 3% of daily trips that begin or end outside the area use transit service.
Public transit should be at the center of this study and it doesn't seem like it's being taken seriously. Can there be a clear commitment from the Tollway?	
There should be a focus on multi-modal transportation, your presentation is still car centric.	
Need to recognize that building more roads leads to more driving and doesn't ultimately reduce congestion.	Alternatives to be considered include widening existing roads, new roads, expanding transit service and active transportation (bicycle and pedestrian) options, and transportation system and demand management strategies. A suite of multi-modal transportation performance measures will be used to evaluate the relative ability of each alternative, as compared to the No-Build Alternative, to address the project purpose and need.
What happens if you propose what you see as appropriate and reasonable alternatives but there is no consensus?	All stakeholder and public input is welcome and will be duly considered by the project team as they leverage prior study efforts, identify environmentally responsible solutions, and integrate innovative technologies to identify solutions to the area's transportation issues. Ultimately, project decisions will be made by FHWA, the Tollway, and IDOT and will be informed by input from the public and involved stakeholders.
Routes 22 and 176 are traffic nightmares at any time of the day. We need east-west solutions first!	Your comment has been noted.

Question	Response
<p>What is the width of corridor to be evaluated. What if the effect of the improvement extends beyond the corridor study width. Has this been considered?</p>	<p>A broad range of alternatives will be considered with the TCA Project, including improvements along existing and new roadway corridors. The extent and width of corridor study areas will allow consideration of a broad range of location and design treatments, with the objective of identifying effective transportation solutions which minimize impacts to natural and socioeconomic resources.</p>
<p>Emphasis on fact that if Route 53 is extended the route is not cut in stone and may very well change. Land swaps happen.</p>	
<p>Will the tollway continue with smart roads and mass transit partnerships?</p>	<p>The TCA Project will investigate a broad range of alternatives including consideration of transportation system demand and management strategies which would integrate innovations such as the SmartRoad concept. Additionally, transit improvements will be examined as an integral part of the alternatives evaluation process. The project sponsors will be working in coordination with the transit service providers to identify opportunities for partnered solutions.</p>
<p>Can IPass transponders be leveraged for data collection related to System Alternatives?</p>	<p>Yes, information from CMAP's regional travel demand model and relevant data from the Illinois Tollway's IPASS system is being used to understand travel demand and traffic patterns in the project area.</p>
<p>Why have questions concerning auto versus truck traffic growth trends not been answered? Why have inquiries as to whether this is essentially a Chicago truck by-pass route connecting Indiana to Wisconsin gone unanswered? Considering truck traffic outpacing automobile traffic, when will Lake County residents be directly asked their views on a truck by-pass to Wisconsin being rammed up the middle of their county?</p>	<p>Vehicle classification information is contained within the existing and projected traffic database and will be considered as part of the alternatives evaluation process. Existing and forecast (Year 2050) traffic for the no-build alternative, by vehicle type, was presented at the March 23, 2018 SPG Meeting, and is available on the project website. Similar estimates of forecast traffic demand will be developed for the range of alternatives to be considered.</p>
<p>Considering Mr. Schillerstrom's comments at a recent City Club of Chicago meeting, how can anyone have any confidence in the ITA fairly assessing a "no build" option?</p>	<p>The "no-build" or "no-action" alternative is required to be evaluated in NEPA and is the baseline condition that all other alternatives are compared against for both adverse and beneficial effects. The "no-build" alternative will be developed and carried forward throughout the entire environmental review process for comparison purposes and is eligible to be identified as the selected alternative.</p>

Question	Response
Questions or thoughts regarding Travel Demand Modeling	
Your population trend info is out of date	<p>Socioeconomic data for the TCA Project is being developed in conjunction with CMAP to ensure consistency with the overall regional growth forecasts represented in the CMAP ON TO 2050 Plan. The CMAP On TO 2050 Plan was approved in October 2018 following a three-year process that featured extensive research, analysis, and public engagement. Information regarding the CMAP socioeconomic forecasts can be found at https://datahub.cmap.illinois.gov/dataset/2050-forecast-of-population-households-and-employment.</p> <p>The Project team will use published information to understand natural and socioeconomic resources in the project area and to evaluate the potential environmental impacts of the initial alternatives to be considered. Field studies, including wetland delineations, will be performed for the alternatives that will be carried forward for detailed consideration in the Environmental Impact Statement.</p> <p>The industry is adopting emerging transportation trends and technologies to enhance the operations and design of transportation systems. Examples include: new techniques and design treatments to detect, optimize and better manage traffic flow (for example, ITS, traffic incident management, communication networks, emergency management, information sharing systems); treatments to minimize effects on the environment (for example, devices which trap silt and illumination systems imbedded in the roadway); design features to accommodate emerging vehicle trends and technologies (for</p>
Have population forecasts been adjusted based on recent trends of stagnant growth?	
Have you considered declining population trends in last four years?	
How has the scoping effort been adjusted to answer the numerous questions challenging growth trajectories of population, automobile and truck traffic stated in early justification arguments? For example: people are fleeing the State in record numbers.	
What population growth (flat) forecast for Lake County are you using for your analysis?	
Young people are moving away and not coming back to the suburbs unless there exists a good public transportation system. How do you justify the 53 extension?	
More and more people (specifically millennials) don't own vehicles. They are migrating to city centers with reliable public transportation. Your projections rely on outdated trends	
The landscape and area has changed including forecasts for population and better mapping and understanding of natural resources.	
Need to think differently with changes in technology, options for telecommuting, etc.	<p>The industry is adopting emerging transportation trends and technologies to enhance the operations and design of transportation systems. Examples include: new techniques and design treatments to detect, optimize and better manage traffic flow (for example, ITS, traffic incident management, communication networks, emergency management, information sharing systems); treatments to minimize effects on the environment (for example, devices which trap silt and illumination systems imbedded in the roadway); design features to accommodate emerging vehicle trends and technologies (for</p>
Integrate infrastructure for electric vehicles.	

Question	Response
	example, inductive pavements for electric cars, roadway features for connected/autonomous vehicles, effects of ride-share services); and employment trends (for example, teleworking). These trends and emerging technologies will be considered as part of the alternatives evaluation process.
Relationship to commercial traffic, and commuter traffic have separate considerations and don't fit nearly in those categories	A suite of multi-modal transportation performance measures will be used to evaluate the relative ability of each alternative, as compared to the No-Build Alternative, to address the project purpose and need. Vehicle classification information is contained within the existing and projected traffic database and will be considered as part of the alternatives evaluation process.
How has the EIS scoping effort planned to account for the dramatic income disparity between annual incomes leaving the state (averaging over \$100K) with those being created (averaging upper \$30K range) within the state?	Socioeconomic data for the TCA Project is being developed in conjunction with CMAP to ensure consistency with the overall regional growth forecasts represented in the <i>CMAP ON TO 2050 Plan</i> . Information regarding the CMAP socioeconomic forecasts can be found at https://datahub.cmap.illinois.gov/dataset/2050-forecast-of-population-households-and-employment .
Uber and lift solutions greatly exaggerated as the numbers grow you take away from mass transit putting more vehicles on road.	Your comment is noted. This issue is outside the scope of this project.
Employers and potential employers needs for maintaining or increasing talent pool size and ability to move goods.	Your comment is noted. This issue is outside the scope of this project.
Do we know how many homeowners built their houses abutting the already existing future Route 53 corridor?	No; municipal and county officials responsible for zoning, permitting and economic development should be able to provide this information.
It has been stated that CMAP data is the basis for justifying need for this project. How does this data support the solution when it appears most of the round-trip origin/termination data is within the Lake County boundaries? In other words... why is this project labeled "tri-county" since it impacts mostly Lake County?	A robust study area that covers the Tri-County region is necessary to understanding the area's current and future travel characteristics. Since the 1970s, the project study area has experienced a 56% growth in population and a 66% growth in employment. Additional growth is forecast in the coming decades. As population and employment densities increased, travel interactions between Lake County and adjoining counties have also increased. As we look to the future, these travel interactions are expected to continue.
When asked at the recent public forum whether the newly announced Foxconn facility in southern Wisconsin along with existing U-Line and Amazon facilities just across the WI/IL border were contemplated in recent planning for the project... ITA representatives responded "YES".	

Question	Response
<p>Traffic volumes on arterial roadways in extreme southern Lake County have actually decreased for the first time in over 40 years of data collection. Doesn't this inflection point in traffic volume obviate the need for a new massive superhighway as a solution to solving current local traffic congestion?</p>	<p>The TCA Project is considering current and future travel characteristics across the entirety of the TCA Project area, which includes Lake County and portions of Cook and McHenry counties. The TCA Project will evaluate a broad range of alternatives from widening and improving existing roads, building new roads, expanding transit and active transportation, enhancing transportation system and demand management, to the No-Build Alternative.</p>
<p>Considering east-west traffic outpaces north-south almost 5 to 1, why hasn't an option to decouple Route 53 from Route 120 been considered?</p>	<p>Your suggestion to consider improvements along the IL 120 corridor independently of the IL 53 corridor will be considered as part of the alternatives evaluation process. Prevalent travel patterns in the project area include a combination of north-south, east-west, northwest-southeast travel movements. Information regarding existing and forecast (Year 2050) travel characteristics in the project area was presented at the March 23, 2018 SPG Meeting and is available on the project website.</p>
<p>Questions or thoughts regarding Transportation Performance Measures</p>	
<p>No factor for environmental impacts. Future land use is not considered. Public transit options are not considered.</p>	<p>A variety of criteria will be used to evaluate both the performance characteristics and environmental impacts of alternatives. A suite of multi-modal transportation performance measures will be used to evaluate the relative ability of each alternative, as compared to the No-Build Alternative, to address the project purpose and need. The potential effects of alternatives on future land use characteristics will be considered and evaluated as part of the alternatives evaluation process. Environmental impacts to the area's natural and socioeconomic resources will be evaluated independently of the transportation performance analysis for each alternative, including the No-Build Alternative, and will inform the determination of a preferred alternative.</p>
<p>Seem to be appropriate criteria</p>	<p>Your comment has been noted.</p>
<p>How will the representative locations be chosen for the "Travel Time Effectiveness" performance measure?</p>	<p>Locations corresponding with the prevalent travel desires across the project area will be used to compare relative travel times and effectiveness across the range of alternatives under consideration. Additional origin-</p>

Question	Response
	destination pairs corresponding with corridors that will be considered for improvement will be identified and evaluated as part of the alternatives process.
They need to include loss of ecosystem services destroyed by road construction	The TCA Project will consider the noted resources, in addition to other natural and socioeconomic resources. Existing congestion contributes to lower air and water quality. The TCA Project will consider how any alternatives, including taking no action, improving transit, improving active transportation, and improving roads, will impact both natural and socioeconomic resources.
Emissions	
Measure of reduction in use of sustainable energy is needed	
How are vehicle hours of delay determined and studied? How will these factors be weighted? Is cost in development and on users being considered?	Vehicle hours of delay represents delay experienced by motorists under actual and forecasted conditions as compared to free-flow conditions. It is generated using the travel demand model. A suite of multi-modal transportation performance measures will be used to evaluate the relative ability of each alternative, as compared to the No-Build Alternative, to address the project purpose and need. A variety of transportation performance measures will be used to evaluate an alternative's effectiveness in meeting the project's purpose and need and will be considered in total. Planning-level cost estimates will be prepared as part of the alternatives evaluation process.
Travel demand and level of services, vehicle hours of delay, Travel time effectiveness	
What year for crash level data, cost level data, and congestion level data will be used?	2011 to 2015 crash data is used for the project. This is the most recent available complete five-year data. Planning level cost estimates will be prepared during the alternatives evaluation process. Cost analyses will identify estimated costs in present year terms but will consider the potential future effects of cost escalation. Forecast Year 2050 travel demand will be used to evaluate the performance characteristics of project alternatives.
Will personal travel in lieu of vehicle based measures be used? Blending vehicle and transit travel.	Both vehicle and transit travel performance will be measured for the project. A measure of personal trip and travel time will be utilized for alternatives evaluation.
Need to look at warrants for traffic signals for roadway safety considerations.	Potential intersection improvements and new traffic signal locations will be considered during the alternatives evaluation process.

Question	Response
<p>Travel time effectiveness, Travel demand and level of service, Estimated costs - but not to the sacrifice or impact to natural resources, Roadway safety</p> <p>Estimated costs should be broken out to show value of environmental resources impacted</p>	<p>Transportation performance measures will be evaluated to determine if an alternative meets the purpose and need of the project. Estimated costs will be identified as part of the alternatives evaluation. Environmental impacts to the area's natural and socioeconomic resources will be evaluated independently of the transportation performance analysis for each alternative, including the No-Build Alternative, and will inform the determination of a preferred alternative. e.</p>
<p>Are you considering environmental impacts? Are you considering that building new roads leads to more driving and doesn't ultimately solve congestion issues? Need to include environmental factors.</p>	
<p>How will preserving natural features be considered as one of the performance criteria? How will it be weighted? How will preserving natural resources be integrated into the performance metrics? How will it be weighted?</p>	
<p>Travel efficiency should be number 1.</p>	<p>Transportation performance measures will be used to determine whether an alternative will help solve the transportation problems identified with the project purpose and need. Alternatives that cannot address these problems will not move forward. Those that do will be evaluated for their impacts to natural and socioeconomic resources. This evaluation will be coordinated with the resource and regulatory agencies with jurisdiction over potentially impacted resources and with the general public and all involved stakeholders. The project does not propose to use a weighting scheme.</p>
<p>Trip time reductions not VHT should be the goal, Carbon and other air pollution reductions should be considered, Trip time reductions and not VHT should be the goal, Trip time reductions and not VHT should be the standard</p>	
<p>Seems like this process is really rushed. Only one measure for non-car transit?? Multimodal measure, the last one, is much less quantitative than the car-based measures.</p>	
<p>How will you determine which roads to be measured first? Are cut throughs through neighborhoods part of these performance measurements? What percentage do you consider "the general public"?</p>	<p>A suite of multi-modal transportation performance measures will be used to evaluate the relative ability of each alternative, as compared to the No-Build Alternative, to address the project purpose and need. Multi-modal performance measures are expected to include existing and projected transit ridership, transit network coverage, and system connectivity measures.</p> <p>Transportation performance measures will be used to determine whether an alternative will help solve the transportation problems identified with the project purpose and need. The ability to provide efficient travel options and to reduce cut-through traffic in neighborhoods will be considered as part of the transportation performance analysis.</p>
<p>What is weighting for each variable? What is overall weighting for each category? Is there a point range for each metric such as 0 to 5 with description to support each numeric score?</p>	<p>Transportation performance measures are not ranked but used to evaluate the entire system's performance as it pertains to the transportation</p>

Question	Response
	problems identified in the project purpose and need.
These are reasonable and industry standard measures that should be considered.	Your comment has been noted.
Travel time effectiveness! Travel demand and LOS, Travel efficiency, Comparison of new transit and freight movement opportunities.	
Performance measures should be conducted by trained professionals in the transportation industry and not by the loudest voices. Analysis of freight traffic should be highlighted due to its impact on area roads. This process is being hijacked by an extremist minority who want to kill this project. The overwhelming majority of Lake County residents want this project completed.	
Will there be simulations on how grade separation can improve intersections on needed intersections? How will public transit be evaluated? Your performance measures are very car centric and transit/freight/intermodal are lumped into one measurable at the end.	A suite of multi-modal transportation performance measures will be used to evaluate the relative ability of each alternative, as compared to the No-Build Alternative, to address the project purpose and need.
No build scenario must address the cost of congestion.	The cost of congestion is among the factors that will be considered during the alternatives evaluation process.
Questions or thoughts regarding Stakeholder Involvement	
When will we receive answers to questions we submitted in July?	Responses to questions submitted at the July 25, 2018 Public Open House Meeting will be included as part of the official Public Meeting record and considered as part of the scoping process. As such, responses will be disseminated after the comment period closes on October 1, 2018.
The public comment period doesn't feel very public since we don't have the opportunity to actually hear what others are thinking at a truly public meeting. Don't know when we'll receive answers to written questions.	The Public Meeting record will provide a summary of comments received through October 1, 2018 (the close of the scoping comment period) along with responses to comments. The Public Meeting record and responses will be shared on the project website when available.
Times for public meetings do not go late enough. They should end at 8PM	We will take this into consideration in scheduling future Public Meetings.

Question	Response
The public deserves to be notified about the SPG meetings when we learn about them (via the website)	Notifications regarding future meetings will be provided to SPG members at least four weeks prior to SPG meetings and will be posted on the project website.
Please get input from farther west and north. Very unbalanced input to date.	We will continue to encourage input from the public and all stakeholders across the TCA Project area.
Public meetings should be held in the corridor and materials such as purpose and need statements should be available before we meet. We should have more access to speak freely rather than in scrolling sound bites.	Given the large size of the project study area, meetings have and will continue to be held throughout the area to give all who may be impacted by the range of potential alternatives an opportunity to attend. The public can view all information displayed during Public Meetings and submit comments through the TCA website at any time. Public comments submitted within the Public Meeting comment period will be included in the meeting record.
People living in alternative pathway options need a heavier weighted input and focus than those not living in the area.	The SPG is not a voting entity; all project decisions will be made by FHWA, the Tollway, and IDOT with input from all cooperating and participating agencies, the SPG, and the public. Transportation performance measures will be evaluated to determine if an alternative meets the purpose and need of the project; environmental impacts will be identified and evaluated for each alternative. A preferred alternative will be selected that best balances achieving the project's purpose and need and minimizing impacts to the natural and human environment.
Those living in impacted areas need weighted votes	
A more transparent process than your "hide the ball" tactics.	The TCA Project strives to offer robust opportunities for public interaction and input at key milestones during the EIS study process. Those opportunities are described in the Stakeholder Involvement Plan (v 3.0; December 2018), available on the TCA Project website, which describes the project's planned activities to meet the federal requirements for public and agency engagement under the National Environmental Policy Act, FHWA environmental regulations, and Executive Order 13807. The TCA Project's planned public engagement activities go above and beyond the minimum federal requirements. The project team is always open to suggestions to improve upon our efforts to engage and solicit input from the stakeholders and the public.

Question	Response
Agree with comment on screen that at some point we need to ask questions via mic - so we can all hear each other.	The project team is always open to suggestions to improve upon our efforts to engage and solicit input from the stakeholders and the public. Future SPG meetings will be structured to encourage interaction and to allow all members to participate equally.
We need a forum at these meetings to ask public questions with a mic and not via an app	
Really dislike this form of questions; why can't we just ask things?	
WTF, who are the people on the right that get to peak?	
I think you are proceeding w/o appropriate public input - second meeting is next week; no meetings east or north yet, I am concerned that this process is initiated and managed by the Illinois State Toll Highway Authority. They build roads. They are a hammer that sees every problem as a nail. Please get unbiased, independent supervision.	
More generic -- can we see the questions we'll be asked in advance? These are big issues, the answers deserve to be well-thought-out, and I'm simply racing to answer.	For future SPG meetings, an overview of requested input will be included in the meeting notification. All SPG presentation materials and polling questions will be available on the website after the meeting for further comment.
Only 15% of responses favored building new roads. Let the record reflect this.	All polling responses are recorded in the meeting summary.
Since \$25M of a much larger EIS budget has already been allocated, how much of the total budget will actually be used to conduct the EIS versus the current marketing and advertising blitz the Tollway seems currently focused on? Where can the detailed project budget be found?	Public involvement is an integral component of the EIS process. Recognizing the substantial level of public interest, the Illinois Tollway, FHWA and IDOT (as lead agencies for the TCA Project EIS) will provide extensive opportunities for public interaction and input throughout the course of the project.
Where exactly does the scoping of this EIS address procedural and engagement principles, dispute resolution, due diligence and fact-checking activities, conflict of interest disclosures, etc.?	The TCA Project Stakeholder Involvement Plan (v 3.0; December 2018) describes the project's planned activities to meet the federal requirements under the National Environmental Policy Act, FHWA environmental regulations, other federal laws, and Executive Order 13807. The scoping process provides an opportunity for federal, state, and local agencies, affected Indian tribes, and other interested persons to provide input on the issues to be analyzed in depth in the Environmental Impact Statement. The project sponsors (FHWA, Illinois Tollway, and IDOT) have established an engagement process that allows stakeholders and the general public to provide comments or ask questions on scoping topics as well as issues

Question	Response
	such as those you have raised. The opportunity to provide input will continue throughout the project.
<p>How has the EIS scoping effort proposed to "square up" or reconcile Tollway assumptions made with respect to system-wide traffic growth rates used in their recent bond issues (fractional rates compared to double digit 20 years ago) versus those evidenced in their initial apparent pro-build marketing campaign. Since the 70's version of a proposed Rte. 53 extension path has since lapsed with no ten-year reviews, what exactly is being studied in this EIS? Since there is no "authorized" corridor, how can scoping of the EIS be completed at this juncture?</p>	<p>Traffic projections for the TCA Project are being developed in conjunction with CMAP to ensure consistency with traffic projections used for transportation projects across the Chicago metropolitan region. The intent of the TCA Project is to analyze transportation problems across a wide study area and evaluate alternatives, which includes the IL 53 corridor, existing roadway corridors, transit improvements, and taking no action. An "authorized" corridor is not required for an EIS to consider alternatives.</p>