

# Public Hearings



## Thursday, August 18

<p><b>Cook County</b>      <b>7 p.m. to 9 p.m.</b> Chicago Ridge City Hall 10455 South Ridgeland Avenue Chicago Ridge, IL 60415</p>	<p><b>DuPage County</b>      <b>7 p.m. to 9 p.m.</b> DuPage County Govt. Center 421 North County Farm Road Wheaton, IL 60187</p>
<p><b>Kane County</b>      <b>4 p.m. to 6 p.m.</b> Kane County Govt. Center 719 South Batavia Avenue, Bldg. A Geneva, IL 60134</p>	<p><b>Will County</b>      <b>7 p.m. to 9 p.m.</b> Village of New Lenox 1 Veterans Parkway New Lenox, IL 60451</p>

## Friday, August 19

<p><b>Boone County</b>      <b>7 p.m. to 9 p.m.</b> Community Building 11 West First Street Belvidere, IL 61008</p>	<p><b>DeKalb County</b>      <b>7 p.m. to 9 p.m.</b> NIU-Convocation Center 1525 West Lincoln Highway DeKalb, IL 60115</p>
<p><b>Lake County</b>      <b>7 p.m. to 9 p.m.</b> Libertyville Civic Center 135 West Church Street Libertyville, IL 60048</p>	<p><b>McHenry County</b>      <b>7 p.m. to 9 p.m.</b> Village of Huntley 10987 Main Street Huntley, IL 60142</p>

## Monday, August 22

<p><b>Lee County</b>      <b>7 p.m. to 9 p.m.</b> Comfort Inn 154 Plaza Drive Dixon, IL 61021</p>	<p><b>Ogle County</b>      <b>7 p.m. to 9 p.m.</b> Comfort Inn &amp; Suites 1122 North Seventh Street Rochelle, IL 61068</p>
<p><b>Whiteside County</b>      <b>7 p.m. to 9 p.m.</b> Sterling Municipal Building 212 Third Avenue Sterling, IL 61081</p>	<p><b>Winnebago County</b>      <b>7 p.m. to 9 p.m.</b> Clock Tower Resort 5050 East State Street Rockford, IL 61108</p>

## Tuesday, August 23

<p><b>Cook County</b>      <b>4 p.m. to 6 p.m.</b> Schaumburg Prairie Center for the Arts 201 Schaumburg Court Schaumburg, IL 60193</p>	<p><b>Lake County</b>      <b>7 p.m. to 9 p.m.</b> Buffalo Grove Village Hall 50 Raupp Boulevard Buffalo Grove, IL 60089</p>
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# Capital Plan Highlights



The proposed \$12 billion capital plan, *Move Illinois: The Illinois Tollway Driving the Future*, will provide customers with a fully rebuilt, state-of-the-art system and critical new regional projects that will improve mobility, relieve congestion, reduce pollution and link economies across the Midwest.

## ***What the plan for 2012-2026 includes...***

### **Existing Illinois Tollway System Needs** - Totaling \$8.08 billion

- Rebuild and widen the Jane Addams Memorial Tollway (I-90)
- Rebuild the central Tri-State Tollway (I-294) and Edens Spur (I-94)
- Preserve the Reagan Memorial Tollway (I-88) and Veterans Memorial Tollway (I-355)
- Repair roads, bridges and maintenance facilities and other capital projects

### **New Priority Projects** - totaling \$4.07 billion

- Jane Addams Tollway (I-90) transit opportunities
- Tri-State Tollway (I-294)/I-57 Interchange construction
- Elgin O'Hare West Bypass construction
- Planning studies for Illinois Route 53 Corridor and Illiana Expressway

## ***How the plan is paid for...***

- I-PASS customers will see a toll rate increase - 35 cents at a typical toll plaza – and cash-paying customers continue to pay double the I-PASS rate.
- A trip on the Tollway for an average I-PASS customer would be \$1.18 – up from today's average of 63 cents per trip.
- Seventy five percent of Tollway users drive passenger cars with I-PASS and have not seen a toll rate increase since 1983 – 28 years.

## ***Who benefits...***

- Drivers – Improving the Jane Addams Memorial Tollway (I-90) will save drivers 25 minutes a trip between Elgin and the Kennedy Expressway, and the Tri-State Tollway (I-294)/I-57 Interchange will save drivers \$4 million a year in fuel costs.
- Communities – \$21 billion added to the regional economy.
- Workers – More than 120,000 direct jobs created. \$1 billion of annual construction creates more than 13,000 construction-related jobs annually and those jobs are sustained for the next decade.

## ***Why tolls are needed...***

A promise was made that once the bonds used to build the original 187 miles of the Illinois Tollway were paid off, the roads would become freeways. The promise was well-intentioned, but shortsighted.

The Illinois Tollway is a user-fee system and receives no state or federal tax dollars, so tolls are necessary to cover the cost of:

- Services – Illinois State Police, H.E.L.P. Truck program, I-PASS customer service
- Maintenance – snow plowing, road maintenance
- Construction – reconstruction of the Tollway system and any new roads

Unfortunately, there is no such thing as a “free” road. Without the Illinois Tollway, the state would need to raise the gas tax by about 9 cents a gallon statewide to pay for maintenance and operation of existing Tollway roads – or 11-12 cents a gallon if the tax was only applied to the Tollway's 12-county service area.

To fund the infrastructure improvements included in this capital plan, the state would need to raise the gas tax by more than 20 cents a gallon.