



Minutes of the
Customer Service & Planning Committee Meeting

Record of Meeting | May 21, 2015

The Illinois State Toll Highway Authority (the "Tollway") held the Customer Service & Planning Committee Meeting on Thursday, May 21, 2015, at the Tollway's Central Administration Building in Downers Grove, Illinois. The Meeting was held pursuant to By-Laws of the Tollway upon call and notice of the meeting executed by Chair Paula Wolff and posted in accordance with the requirements of the Illinois *Open Meetings Act*. The Meeting was open to the public.

[Bolded entries indicate issues which may require follow-up to present or report to Directors.]

Call to Order / Roll Call

Committee Co-Chair Jeff Redick called the Meeting to order at approximately 10:14 a.m. and stated that this is the regularly scheduled meeting of the Customer Service & Planning Committee of the Tollway Board of Directors. He then asked the Board Secretary to call the roll, those Directors present and absent being as follows:

Committee Members Present:
Committee Co-Chair Jeff Redick
Committee Co-Chair Tom Weisner <i>(via phone)</i>
Director James Sweeney
Director Earl Dotson Jr.

Committee Members Not Present:
Director James Banks

The Board Secretary declared a quorum present.

Committee Co-Chair Redick stated that having received Committee Co-Chair Weisner's advance notice to the Board Secretary of his personal illness and established that a quorum of the Committee is physically present at the Meeting, in accordance with Illinois *Open Meetings Act* Section 7(a) and Tollway By-Laws Article IV, Section 8, there requires a motion, approved by a majority of the Committee, to approve Committee Co-Chair Weisner's participation by telephone. Director Dotson made such a motion for approval; seconded by Director Sweeney. The motion was approved unanimously by those Directors physically present.



Public Comment

Committee Co-Chair Redick opened the floor for public comment. No public comment was offered.

Committee Chairs' Items

Committee Co-Chair Redick called for a motion to approve the Minutes of the Customer Service & Planning Committee meeting held on March 12, 2015. Director Dotson made a motion for approval; seconded by Director Sweeney. The motion was approved unanimously.

Committee Co-Chair Redick then called on Kristi Lafleur, Executive Director.

Executive Director

Central Tri-State Tollway (I-294) Corridor Planning Council: Executive Director Lafleur reminded Directors that the next major *Move Illinois* project is the reconstruction of the central Tri-State Tollway (I-294) scheduled for 2020-2022. She reported that staff is recommending the creation of a Corridor Planning Council to effectively engage a wide-range of stakeholders in establishing the long-range vision for the Central Tri-State Tollway (I-294) Project. Ms. Lafleur then introduced Rocco Zuccherro, Deputy Chief of Engineering for Planning, to provide an overview of the Project and the formation of a Corridor Planning Council. [See attached presentation.](#)

Directors and staff discussed various aspects of the Central Tri-State Tollway (I-294) Project, including the potential widening of portions of the roadway, the rebuilding or re-decking of associated bridges, and opportunities to address congestion throughout the Corridor and specifically at interchanges such as the Tri-State Tollway (I-294) / Dwight D. Eisenhower Expressway (I-290) interchange. Staff noted that all aspects discussed are to receive comprehensive evaluation, including cost-benefit analysis, as part of the master plan process.

Director Sweeney inquired if the Tollway will be seeking input from area railroads and freight transportation companies. Mr. Zuccherro responded affirmatively, noting that railroads were included in the initial Tollway outreach to identify local issues, concerns and opportunities. Additionally, he identified the Illinois Freight Advisory Council as a source being proposed for membership on the Corridor Planning Council and suggested there may also be benefit to soliciting specific regional railroads for representation.



Committee Co-Chair Redick inquired whether it may be appropriate to seek representation from the communities which have responded to the initial outreach with concerns related to storm water management. Mr. Zucchero responded that in the past, the Tollway has solicited the respective subregional Council of Mayors (“COMs”), defined by specific geographical boundaries, for local community representation on project planning councils formed. He proposed that the Tollway could request two representatives to serve on the Corridor Planning Council from each of the four subregional COMs whose boundaries overlap the Project, noting that in the past, overall membership of approximately 25-30 people has proven successful.

Committee Co-Chair Redick asked if the Tollway will continue to seek input from the DuPage River Salt Creek Workgroup (“DRSCW”). Mr. Zucchero responded that minimizing the Project’s environmental impact is of the highest priority; therefore, staff is recommending that the Tollway additionally establish an Environment and Sustainability Working Group (“ESWG”), comprised of 15-20 representatives from various civic and environmental advocacy organizations such as the DRSCW, to focus solely on water resource planning, sustainability and the surrounding environmental resources. He proposed that once formed, a representative of the ESWG would then be appointed to the I-294 Corridor Planning Council to ensure the working group’s thoughts and vision are reflected.

Directors and staff then discussed other potential members for the I-294 Corridor Planning Council, including representatives of Cook and DuPage Counties, the Metropolitan Water Reclamation District of Greater Chicago, the Chicago Metropolitan Agency for Planning and various government transportation agencies such as the Illinois Department of Transportation, Regional Transportation Authority, Pace and the Chicago Department of Aviation. Mr. Zucchero proposed that membership should also include economic development organizations as well as private sector representatives and associations involved with freight transportation on Illinois’ highways, railways, waterways, and airways.

Director Sweeney asked whether there are utility relocations anticipated to present distinct challenges on the Central Tri-State Tollway (I-294) Project. Paul Kovacs, Chief Engineer, responded that needed relocations of ComEd electrical service are expected to pose significant challenges for the Tollway. Mr. Zucchero observed that the abundance of billboards bordering the central Tri-State Tollway (I-294) will also present relocation challenges.

Committee Co-Chair Redick inquired about reversible traffic lanes to potentially mitigate rush hour congestion, adding peak-direction capacity to the roadway by borrowing available lane capacity from the other (off-peak) direction. Mr. Zucchero responded that innovative concepts to leverage maximum capacity from the Tollway’s Capital Program investment, including active traffic



management, reversible lanes and express lanes, will be explored during the master plan process for the Project.

Director Sweeney asked about methods being considered to reduce commercial vehicle traffic during peak traffic hours. Mr. Zuccherro specified that one approach will be to task specialists engaged to develop the truck parking master plan with identifying potential locations, perhaps situated in advance of heavily congested segments, which might alleviate congestion by offering opportunities for commercial vehicles to avoid traffic and park during peak hours.

Director Sweeney asked if partnerships to enhance public mass transit usage, specifically multiple person vehicles on the Tollway system, are being considered as a means to reduce congestion on the Corridor. Mr. Zuccherro responded that the master planning process will include evaluation of the transit needs of the Corridor to determine the viability and effectiveness of various mass transit programs and roadway features.

Director Dotson commended the approach proposed by staff for developing the Central Tri-State Tollway (I-294) Project, particularly efforts to engage stakeholders in establishing the long-range vision for the Project. He then asked how the work output of the I-294 Corridor Planning Council will be incorporated into the master planning process. Mr. Zuccherro responded that the Council will present the Tollway Board of Directors with a report which contains their assessment on how to combine the reconstruction of the central Tri-State with plans to reduce congestion and increase environmentally sound transportation options throughout the corridor. Mr. Zuccherro highlighted that the majority of the recommendations made by the I-90 Corridor Planning Council were implemented in the Jane Addams Memorial Tollway (I-90) Rebuilding and Widening Project.

Public Comment on Excess Right of Way and Annexation Policies: Executive Director Lafleur reminded the Committee that in March 2015, staff presented two draft land policies: Excess Right of Way and Annexation. She reported that at the direction and approval of the Committee, these draft policies were put out for a 60-day public comment period which extended through May 11, 2015. She then re-introduced Mr. Zuccherro to provide a brief summary of the comments received to-date. [See attached presentation.](#)

Committee Co-Chair Redick complimented the structure of the draft policies, which he commented provides an overview of the review process and considerations but is not overly specific in defining criteria thresholds that might impede a future Board's ability to exercise judgment. He suggested the structure allows the Board, for example, to consider the ongoing costs to the Tollway of holding "nuisance" property when assessing value of excess property.



Committee Co-Chair Redick inquired whether the Tollway is bound by statutory requirements when determining valuation or the means of disposal of excess land. Joanne Fehn, Land Acquisition Manager, responded that it is her understanding that both the Illinois *Toll Highway Act* and the Tollway's Amended and Restated Trust Indenture provide the Board discretion in determining valuation and means of disposal of property declared by resolution is not needed in connection with the maintenance and operation of the Tollway system, and, in the judgment of the Authority, will not in the future be needed for any foreseeable improvement to the Tollway system.

Directors and staff discussed the six comments received to-date and updates to the Policies which might be made in response. The Committee requested that staff convene a meeting with the commenting agencies to discuss comments and update the Policies as necessary. Mr. Zucchero advised that the updated Policies will be brought to a future Committee meeting for review and approval.

Committee Co-Chair Redick thanked Mr. Zucchero and staff.

Unfinished Business

Committee Co-Chair Redick inquired if staff is able to provide the Committee with an update on the status of improvements proposed to both the Tollway's towing and vehicle recovery programs. Mike Stone, Chief of Staff, responded that in collaboration with the Legal department, towing program requirements have been amended to more clearly define performance measures and the duties and responsibilities of authorized tow and road service operators, including repercussions for non-compliance. Mr. Stone additionally reported that the procurement process for vehicle recovery services, establishing systemwide coverage, is nearing completion with bid responses currently being scored as part of the selection process. Mr. Stone further stated that the competitively bid process to procure services of tow and road service operators is eminent.

Committee Co-Chair Redick thanked Mr. Stone.

Adjournment

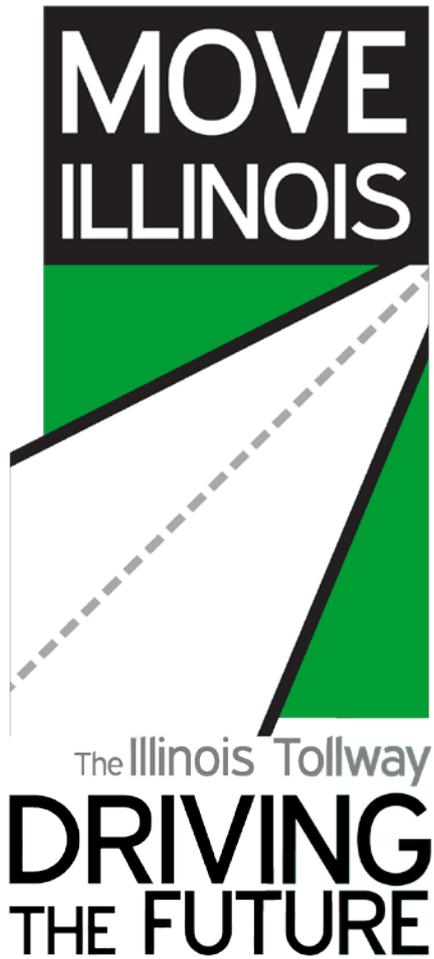
There being no further business, Committee Co-Chair Redick requested a motion to adjourn. Motion to adjourn was made by Director Sweeney; seconded by Director Dotson. The motion was approved unanimously.



The meeting was adjourned at approximately 11:38 a.m.

Minutes taken by: _____

Christi Regnery
Board Secretary
Illinois State Toll Highway Authority



Excess Right-Of-Way and Annexation Policy

Customer Service and Planning Committee

May 21, 2015

Agenda

- ▶ **Summary of comments received**
- ▶ **Discussion of policy issues**
- ▶ **Next steps**

Public Comment Summary

▶ **Policy outreach**

- ▶ Policy sent to all councils of mayors, counties, CMAP and RMAP
- ▶ News release sent to all municipalities along the Tollway
- ▶ Distributed to EOWA Project mayors and LAC members
- ▶ Direct outreach to those who have inquired in the past
- ▶ Included in presentations to stakeholders and chambers

▶ **60-day public comment period expired May 11, 2015**

▶ **Six comments received**

- ▶ Choose DuPage
- ▶ DuPage County
- ▶ Naperville Development Partnership
- ▶ City of Naperville
- ▶ Village of Itasca
- ▶ Bensenville/Wood Dale – combined comments

Excess Property Policy Comment Summary

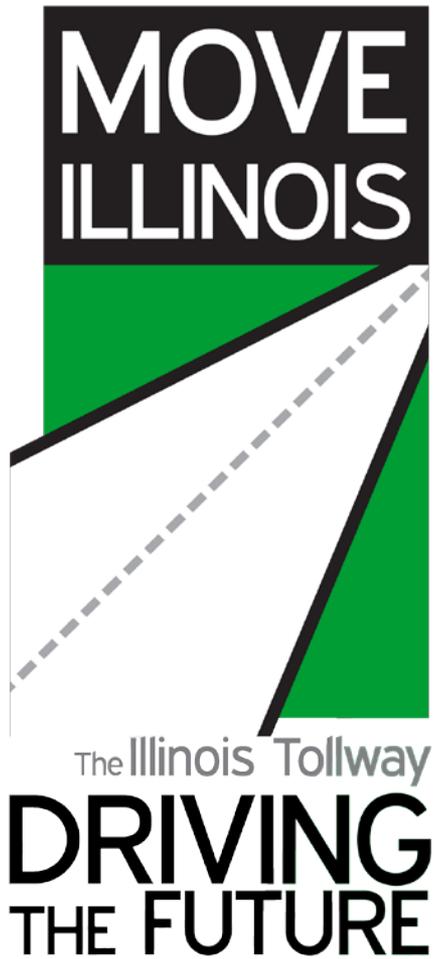
- ▶ **Develop a stepped process or checklist for the requesting party**
 - ▶ Minimize expenditure of resources
- ▶ **Consider valuation of the property**
 - ▶ Consider accepting less than fair market/appraised value or a nominal fee
 - ▶ Special consideration if property was transferred to the Tollway by the state
 - ▶ Valuation and sale should not be profit driven
 - ▶ Flexible terms for transfer or sale
- ▶ **Provide governmental entities the right of first refusal**
- ▶ **Ensure policy supports economic development as a public use**
- ▶ **Other comments**
 - ▶ Clarify when the declaration of excess terminates
 - ▶ Clarify the distinction between billboards and on-site company logos
 - ▶ Define the approximate timeframe on the excess process

Annexation Policy Comment Summary

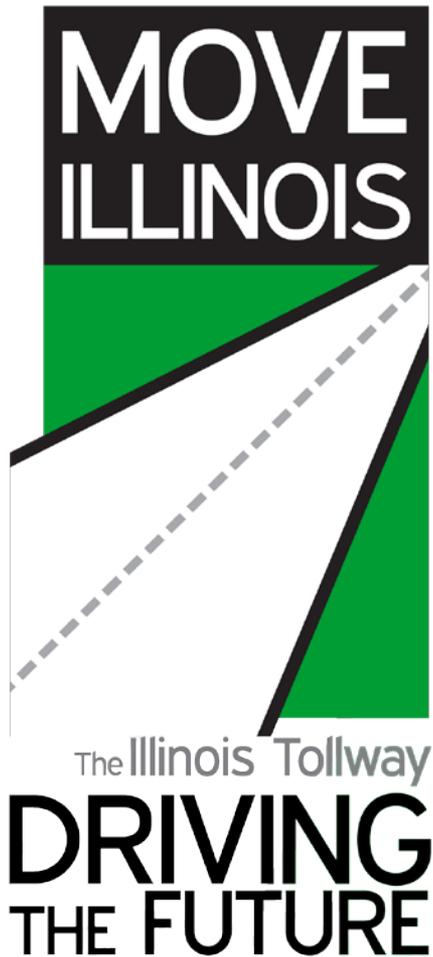
- ▶ **Develop a stepped process or checklist for the requesting party**
 - ▶ Minimize expenditure of resources
- ▶ **Blanket exemption of local ordinances, laws or regulations**
 - ▶ Tollway should not be exempt
- ▶ **Develop fee structure for annexations, if any**
- ▶ **Define approximate timeframe for approval process**

Next Steps

- ▶ **Additional outreach on policy**
- ▶ **Engage commenting agencies**
 - ▶ Committee feedback
 - ▶ Discuss and reconcile comments
- ▶ **Review updates with Customer Service and Planning Committee**
- ▶ **Anticipated revised final policy July 2015**



THANK YOU



Central Tri-State Tollway (I-294)

Corridor Planning Council

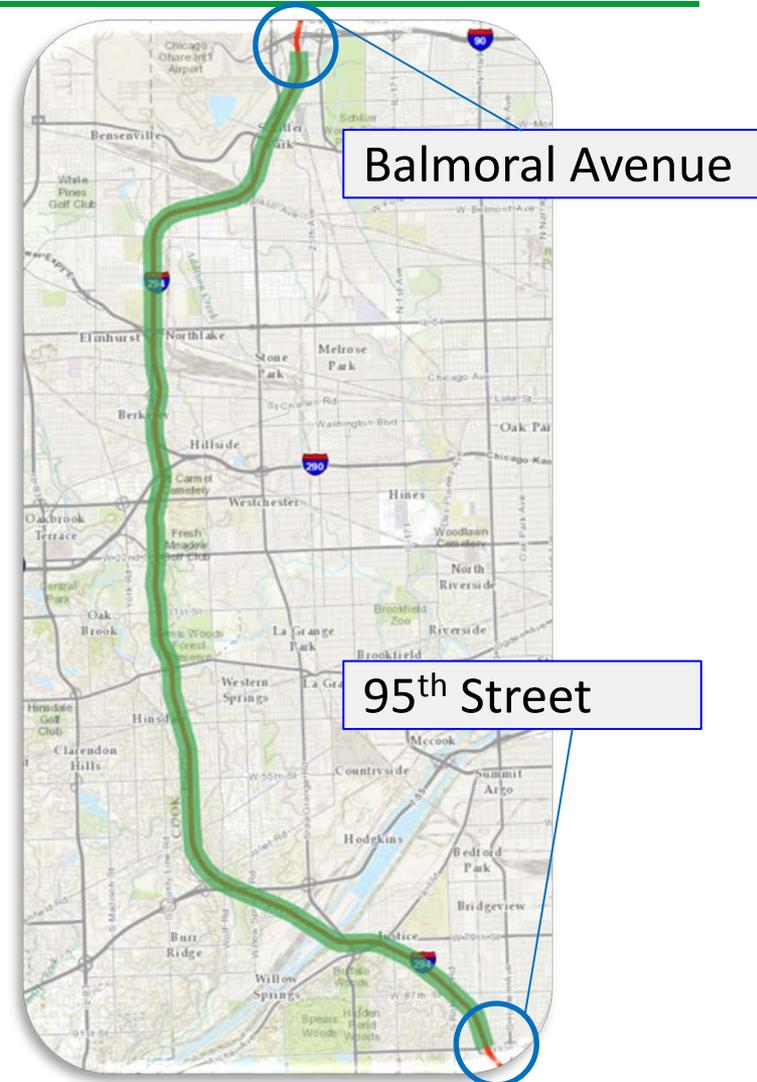
May 21, 2015

Agenda

- ▶ **Central Tri-State Tollway (I-294) Project overview**
- ▶ **Central Tri-State Corridor Planning Council**
 - ▶ Initial outreach
 - ▶ Corridor Planning Council mission
 - ▶ Corridor Planning Council membership
 - ▶ Additional stakeholder outreach
- ▶ **Project timeline and next steps**

Central Tri-State Project Limits and Scope

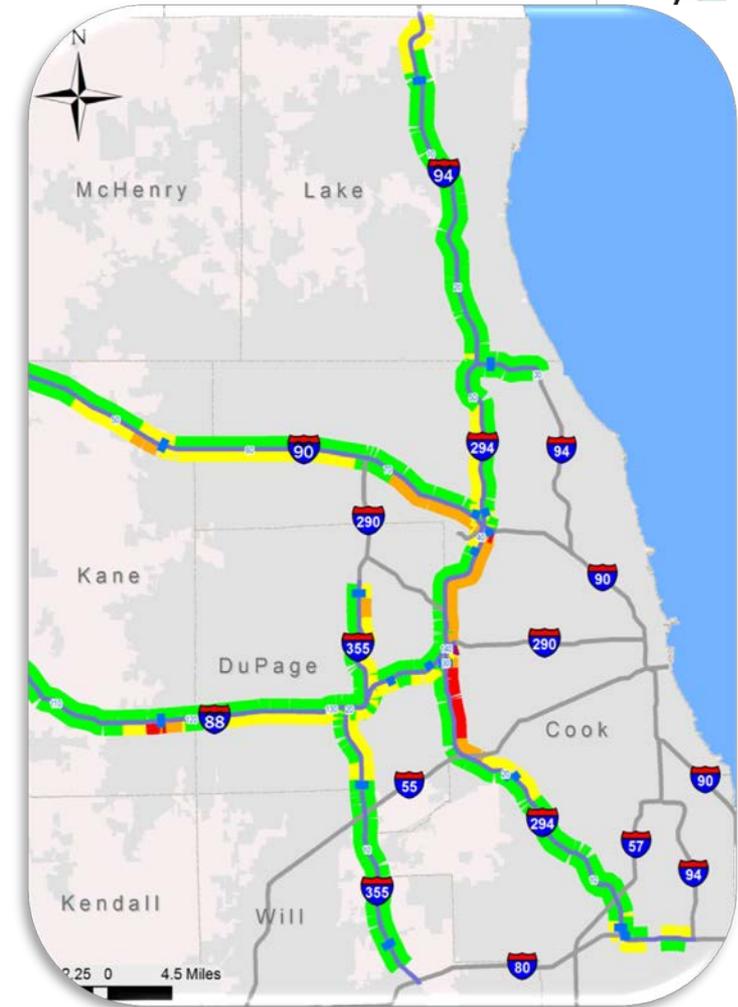
- ▶ **Project limits**
 - ▶ 22.3 miles – 95th Street to Balmoral Avenue
- ▶ **Central Tri-State reconstruction in *Move Illinois* Program scheduled from 2020 to 2022 includes**
 - ▶ Mainline reconstruction = \$1,694 million
 - ▶ Bridge and ramp repairs = \$310 million*



* Entire Tri-State Corridor

Existing Conditions - Traffic

- ▶ **95th Street to O'Hare International Airport**
 - ▶ 2012 average annual daily traffic is highest on Tollway system (from 120,000 to 185,000)
- ▶ **45 percent of systemwide toll revenue generated by Tri-State**
 - ▶ 19 percent generated by Central Tri-State Tollway
- ▶ **Central Tri-State experiences more congestion by lane mile than any other segment of the system**



Central Tri-State Opportunities

- ▶ **Explore roadway improvements**
 - ▶ Reconstruct in-kind
 - ▶ Reconstruct four lanes in each direction with wider median shoulder and inside lane
 - ▶ Reconstruct and widen to five lanes in each direction
 - ▶ Reconstruct and widen to five lanes in each direction with wider median shoulder and inside lane
- ▶ **Deploy active traffic management (ATM) similar to eastern segment of Jane Addams Memorial Tollway (I-90)**
- ▶ **Assess transit market and options similar to I-90**
- ▶ **Optimize long-term solution for Mile Long and BNSF Bridges**
- ▶ **Evaluate interchange improvements at multiple locations**
- ▶ **Consider additional truck parking and other freight strategies**

Corridor Planning Council Overview

Initial Outreach

- ▶ **Identify local issues, concerns and opportunities**
- ▶ **Letters sent to 74 communities and other agencies**
- ▶ **General topics of concern**
 - ▶ Congestion and delays on I-294
 - ▶ Operations at I-88/I-290 and 95th Street
 - ▶ Commercial vehicle diversion onto local roads
 - ▶ Traffic noise impacts
 - ▶ Economic development opportunities
 - ▶ Drainage and local flooding
 - ▶ Commercial vehicle parking
 - ▶ Maintenance and aesthetics
- ▶ **Informs Corridor Planning Council membership**

Corridor Planning Council Overview

Corridor Planning Council Mission

- ▶ **Define broader corridor vision and regional role of I-294**
 - ▶ Access, mobility and travel time reliability
 - ▶ Freight movement and accommodations
 - ▶ Economic development
 - ▶ Transit
 - ▶ Sustainable design and community impacts
 - ▶ Stormwater management
- ▶ **Build consensus among key stakeholders**
- ▶ **Recommend long-term transportation solution**
- ▶ **Assist in developing guiding principles for project development and implementation**
- ▶ **Establish working group to focus on environment and sustainability**

Corridor Planning Council Overview

Membership

▶ Agencies

- ▶ Transportation – IDOT, RTA and Pace
- ▶ Government – Cook and DuPage Counties, DCEO, others
- ▶ Community – Councils of government mayoral appointments
- ▶ Resource and Planning – CMAP, MWRD and FPDCC

▶ Advocacy/Civic Organizations

- ▶ Chambers of Commerce
- ▶ Planning and policy
- ▶ Environmental working group representative

▶ Freight

- ▶ Illinois Truckers Association
- ▶ Midwest Trucking Association
- ▶ Illinois State Freight Advisory Council representative
- ▶ World Business Chicago – Supply Chain Innovation Network of Chicago

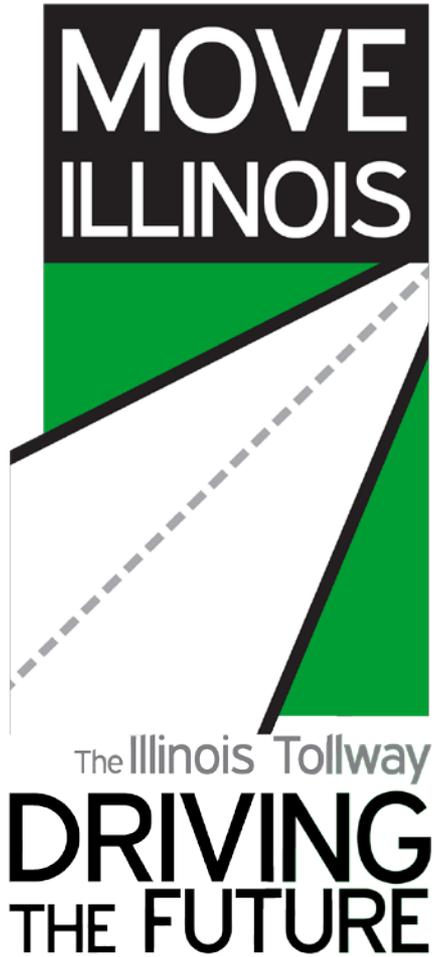
Additional Outreach Opportunities

Gathering input and sharing information

- ▶ **Stakeholder and community meetings**
 - ▶ All communities and agencies represented
 - ▶ Advocacy organizations affected by project
- ▶ **Public meetings**
- ▶ **Speakers bureau events**
- ▶ **Corridor Planning Council section on Tollway website**

Project Timeline and Next Steps

- ▶ **Award professional services contracts (2015)**
 - ▶ Master plan for Central Tri-State Tollway – two segments
 - ▶ Mile Long Bridge
 - ▶ BNSF Railroad Bridge
- ▶ **Establish Corridor Planning Council membership**
 - ▶ Request agency appointments
 - ▶ Establish Environment and Sustainability Working Group
- ▶ **Central Tri-State Corridor Planning Council schedule**
 - ▶ Summer 2015 – initial meeting
 - ▶ Monthly meetings
 - ▶ Final report to Tollway Board winter/spring 2015/2016
- ▶ **Complete master plan and bridge design (2016-2017)**



THANK YOU
