

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
MINUTES OF THE
STRATEGIC PLANNING COMMITTEE MEETING
June 20, 2012**

The Illinois State Toll Highway Authority held a Strategic Planning Committee Meeting on June 20, 2012 at approximately 10:30 a.m. at the Central Administration Building in Downers Grove, Illinois.

Directors on the Committee in attendance were as follows:

Committee Chair Tom Weisner

Director James Sweeney

Director Carl Towns

Other Directors in attendance:

Chair Paula Wolff

Committee Chair Weisner called the meeting to order and requested a motion to approve the minutes from the Strategic Planning Committee meeting held on Thursday April 18, 2012. Director Towns made a motion for approval; seconded by Director James Sweeney. The motion was approved unanimously. He then opened the floor to public comment. No public comment was offered.

Committee Chair Weisner introduced Rocco Zuccherro, Deputy Chief of Engineering for Planning, to review the committee work plan and provide Corridor Council updates as shown in the [attached presentation](#).

Mr. Zuccherro indicated that the Strategic Planning Committee had completed two of the issues on the work plan to date – Traffic Noise Study and Abatement Policy and Joint Discussion on Diversity. Executive Director Kristi Lafleur indicated that although the joint discussion on vendor and workforce diversity with the Finance and Strategic Planning Committees were productive, the discussion related to this topic will be ongoing.

Regarding the Elgin O’Hare Western Access Council, Mr. Zuccherro indicated that its Finance Committee led by DuPage County continues to work to identify financing options to fill the \$300 million funding gap for the project. The Finance Committee is currently evaluating federal funding options such as TIGER, CMAQ and Technology/safety programs. In-kind contributions such as right-of-way land parcels, mitigation and utilities are also being considered. Mr. Zuccherro also indicated that the Tollway is partnering with the Illinois Department of Transportation (IDOT) as they lead the process for developing an Environmental Impact Statement and conducting related public hearings. The public hearings were held in April and more than 450 people attended the hearings. The next Quarterly Meeting with the EOWA is currently being planned for August and the Tollway will be creating a Local Advisory Council as required by the Toll Highway Act in fall.

Committee Chair Weisner asked if the attendees at the public hearing were in support of the project. Mr. Zuccherro responded that there is a broad level of support for this project from all of the communities surrounding the project which was also reflected at the public hearing.

Mr. Zuccherro also noted that staff initiated a more intensive level of outreach associated with the 294/57 Interchange project with a special emphasis on elected official coordination in the near term with more community based outreach planned for late summer. Much work is

being done to promote diversity – workforce and contracting. The Board will hear more about these activities at the July Board meeting.

Interchange and Roadway Cost-sharing Policy

Committee Chair Weisner called on Mr. Zucchero to provide an overview of the current Interchange and Roadway Cost-sharing Policy and proposed policy as shown on slides 9-17 of the [attached presentation](#).

Mr. Zucchero indicated that the cost-sharing policy includes five main elements that an applicant must address before their proposed project is considered by the Tollway including: a detailed explanation of the need for the project; an economic development analysis; a traffic analysis; a financial plan; and resolutions of support from surrounding governmental entities. The Tollway's role is to provide guidance and technical support but the local sponsoring entity must complete all of the application requirements.

Mr. Zucchero indicated that it is incumbent upon the applicant to show a clear need for the project, as well as demonstrate the economic benefit for the region. Projects must prove a clear link to job growth or access to jobs, not just residential development. The traffic analysis must include an evaluation of the impact on the Tollway, as well as the local roadway network. The final recommended interchange or roadway concept must include improvements to the local roadway network to ensure that the project operates efficiently.

Mr. Zucchero indicated that one of the primary purposes of the new policy is to define the cost sharing terms. Under the new policy, the maximum Tollway contribution to a new or expanded interchange is

50%. The Tollway will proceed with the project only if it can recover the costs over a 10-year period through toll revenue. The cost recovery will be based on an estimate of net new toll revenue, which factors in diversions and reduction of revenue at adjacent interchanges. A financial plan is required to demonstrate how the local sponsoring agencies intend to fund the local portion of the project. This can be accomplished in a number of ways including developer impact fees, selling bonds, Special Service Areas, TIF Districts, etc.

Committee Chair Weisner asked what the breakdown is on the current road for partial interchanges versus new interchanges and what percentage of cost-sharing requests was for expansion of existing or partial interchanges vs. new interchanges. Mr. Zuccherro noted that the map in the presentation identifies potential projects that are currently partial and he indicated he would confirm the total number of partial and full interchanges on the Tollway with planning staff and share with him at a later date.

Director Sweeney asked whether the repayment terms and timeframes could be modified to adapt to the surrounding demographics. For example interchange projects in rural communities would not have the same toll revenue generation as similar projects in urban communities. Director Sweeney also noted that the policy should consider the impact on the overall economy and benefits to freight, for example the large freight facilities at the south end of the Tri-State can benefit the entire area if they have improved access beyond the current partial interchanges. Mr. Zuccherro indicated that this could be considered in the policy revision policy.

The Committee also suggested that staff address the following concerns

as they revise the Interchange Cost Sharing policy: implement interchange in a geographically balanced manner; can the access serve multiple purposes e.g. truck parking, storage and access during construction, transit access ramps or park-n-ride access; economic development and job creation potential; customer convenience; considerations for premium tolls for new access and overall project financing. Project financing and financial considerations can be updated to provide opportunities and flexibility for a greater tollway contribution. Directors Weisner, Sweeny and Towns noted that less funding from IDOT and the federal government may warrant greater involvement from the Tollway, locals and private entities and the new policy should include creative ways to maximize and leverage investments by all parties. **Mr. Zuccherro indicated that all of the suggestions will be considered in the policy revision.**

Environment and Sustainability Policy Discussion

Mr. Zuccherro indicated that the Tollway's goal is to build upon past practices and industry leadership to make the Move Illinois capital plan the cleanest and greenest capital project possible. He then highlighted current policies, guidelines and practices that impact the Tollway's environmental and sustainability goals including: Design and Construction Policies and Guidelines; Environmental Studies Manual – 2001 with updates; Corridor Design Guidelines – aesthetic and corridor design principles 2007; Erosion and Sediment Control Landscape Manual – 2012; Drainage Design Manual – 2012; Recycle On-Site Materials – concrete, asphalt, steel.....possible re-use of bridge; Use of Reclaimed Materials – shingles and GTR; Energy and Fuel Efficiency – Warm Mix Asphalt, Load Balance on site, USLD/Retrofits, 90/47 – geothermal, roofing membrane, etc.

Mr. Zuccherro recommended that the Tollway adopt a policy statement to serve as a broad agency-wide environmental commitment that transcends across Tollway departments and disciplines. He offered the attached policy statement as an initial draft and invited the Directors to make comments and suggestions about the proposed statement.

Director Sweeny noted that the Tollway should look at alternative energy to power some facilities as his experience with alternative energy has proven to be positive and efficient. He also noted that work on green pavement designs needs to continue. Paul Kovacs commented that staff and the industry are supportive of this effort and additional measures are being considered to assess the overall life-cycle of pavement designs. Mr. Zuccherro proposed that the staff should prepare and implement a sustainability plan in the coming months.

There being no further business, Committee Chair Weisner requested a motion to adjourn. Director Towns moved to adjourn; seconded by Director Sweeney. The motion was approved unanimously.

Meeting adjourned at approximately 11:30 a.m.

Minutes taken by: _____

Tranece Artis
Board Secretary
Illinois State Toll Highway Authority