

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
MINUTES OF THE
STRATEGIC PLANNING COMMITTEE MEETING
December 12, 2012**

The Illinois State Toll Highway Authority held a Strategic Planning Committee Meeting on Wednesday December 12, 2012 at approximately 12:00 p.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
Chair Paula Wolff (Ex-officio member)

Committee Chair Weisner called the meeting to order and opened the floor for public comment. No public comment was offered. He then requested a motion to approve the minutes from the Strategic Planning Committee meeting held on Wednesday October 17, 2012. Director Towns made a motion for approval; seconded by Director Sweeney. The motion was approved unanimously.

Executive Director Kristi Lafleur then introduced Rocco Zuccherro, Deputy Chief of Engineering for Planning, to review the committee work plan. Executive Director Lafleur announced that, as of today, there is a signed Record of Decision for the Elgin O'Hare Western Access (EOWA) Project.

Mr. Zuccherro then went through the accomplishments for 2012 and the 2013 committee work plan items as shown in slide 3 of the [attached presentation](#).

He noted that both the Traffic Noise Study and Abatement Policy and the Interchange and Roadway Cost Share Policy have been approved and are being used.

Mr. Zuccherro highlighted that the Tollway is building its first green interchange at I-90 and Illinois Route 47. He indicated that environmental and sustainability plans are being developed for the I-90 Corridor project and the I-294/I-57 Interchange project and that in 2013 the Tollway will expand its work on agency-wide sustainability.

Mr. Zuccherro also indicated that the Tollway is working with the Center for Transportation at the University of Illinois on a rating system for sustainability and that this will likely be brought back to this committee in February.

Mr. Zuccherro noted that multi-modal planning continues and that PACE Executive Director, T.J. Ross, presented on plans for I-90 at the last committee meeting. Mr. Zuccherro highlighted that PACE attends most I-90 meetings and that the Tollway has a great partnership with PACE.

Mr. Zuccherro announced that customer/user surveys regarding the I-90 Corridor project were sent out to get a better sense of customers' ideas about the corridor and to get their thoughts on managed lanes. He highlighted that the Tollway received more than 9,000 responses with 1,800 written comments and that only 2,000 to 2,500 responses were expected. He indicated that these will be reviewed early next year and that the Tollway will continue to work with the Chicago Metropolitan Agency for Planning (CMAP) on their congestion pricing campaign.

Mr. Zuccherro then reviewed the committee work plan for 2013 as shown on slide 4 of the [attached presentation](#).

He indicated that in 2013 the Tollway will look at cost sharing opportunities and local requests for aesthetic enhancements as well as bike and pedestrian access. Additionally, the Tollway will get more information from CMAP on congestion pricing.

In regards to freight accommodation planning, Mr. Zuccherro indicated that the Tollway will look at new programs for commercial users, truck parking along the system and different access points for freight along the system as well as on the EOWA Project and I-90.

With respect to non-toll ramp review, Mr. Zuccherro indicated that the Tollway will look at tolling strategies for the EOWA Project and I-90 and start to look at commencing all electronic tolling in a different way.

In regards to land use and right-of-way (ROW) evaluation, Mr. Zuccherro indicated that the Tollway will look beyond normal land uses for ROW such as locating park and ride facilities in Tollway ROW.

Mr. Zuccherro noted that the Tollway will look at innovative financing options for closing funding gaps in the EOWA Project and the Illinois Route 53/120 project.

Mr. Zuccherro noted that the Tollway will look at supplemental revenue generation opportunities similar to the HELP truck sponsorship.

A discussion of alternate fuels followed. Director Sweeney asked whether considerations were given to integrating compressed gas or liquefied gas for use in the fleet while I-90 and other facilities are being redone. John Benda, General Manager of Maintenance and Traffic, responded that internal preliminary discussions with fleet staff have taken place and that natural gas is one of the alternate fuels options that is being reviewed. He stated that he did not have the exact annual cost of diesel fuel but that the cost is significantly less than the price paid at the pump and that the Tollway is installing E-85 tanks at all maintenance sites under the direction of the Governor's Executive Order. He noted that with alternate fuels it becomes a challenge to retrofit existing vehicles and facilities but that natural gas could be an alternative.

Mr. Zuccherro noted that Winnebago County is using natural gas and that PACE is looking at what type of fleet they will have on I-90. There could be a potential for shared natural gas facilities along the I-90 corridor.

Director Sweeney asked whether there is consideration about accommodating the trucking industry or the ability to go that route in the future as natural gas facilities are starting to be built around the country. Mr. Zuccherro responded that this will be looked at in conjunction with freight planning.

A discussion followed on natural gas and the trucking industry. Committee Chair Weisner noted that the Tollway had a good meeting with representatives from the trucking industry about two years ago and that it is time for another meeting with them sooner than later. **Mr. Zuccherro indicated that he will reach out to the trucking associations to start engaging them in conversations regarding this and get feedback. He will also engage CMAP's Freight Committee on this topic.**

Director Sweeney noted that if changes are being made to the corridor those designs should accommodate space for the possible future use of natural gas.

Executive Director Lafleur indicated that, in respect to the 2013 Committee work plan, freight accommodation planning as part of multi-modal planning will be moved up to the 1 to 6 month decision-making timeframe and that the landscape policy will be pushed back as it is being discussed later in this meeting.

A discussion followed of other priorities not listed on the current workplan. Director Sweeney asked about the integration of geothermal technology at the interchange at I-90 and Illinois Route 47. Executive Director Lafleur responded that it is being used in the housing around the tolling equipment.

Mr. Zuccherro then provided updates on the Tollway's activities with various corridor councils as shown on slides 5 and 6 of the [attached presentation](#).

EOWA

Mr. Zuccherro noted that the Record of Decision for the EOWA Project was signed today. He then reported that a Quarterly EOWA Corridor Mayors Meeting was held on December 7th.

Executive Director Lafleur noted that the Tollway has been working with the mayors to fill the \$300 million gap for the EOWA project. She explained that in addition to in-kind contributions of right-of-way and other land donations to fill the gap, the idea has been discussed that the mayors would jointly apply for Congestion Mitigation Air Quality (CMAQ) funds. She noted that the feedback from CMAP, who administers CMAQ funds with the federal government, was positive.

Executive Director Lafleur reported that the second EOWA Local Advisory Committee (LAC) was held on Monday of this week.

Executive Director Lafleur noted that the Tollway is receiving questions about tolling scenarios on EOWA. She explained that the tolling rate that has been discussed is 20 cents per mile for I-PASS passenger vehicles along corridor but that, since it will be all electronic, there is flexibility and different ways that it can be tolled. For example, there can be more frequent tolls but at lower prices or less frequent tolls but at higher prices. Executive Director Lafleur noted that the community has requested that the Tollway be sensitive to creative and equitable tolling points.

Director Sweeney asked if a study had been done to see how the spacing of tolling locations affects ridership. Mr. Zuccherro responded that the Tollway's Traffic Engineer is studying multiple tolling scenarios and their impacts on traffic and revenue. Additional surveys will be performed next year.

Executive Director Lafleur explained that there are also design decisions about locations of gantries and collection points to consider. She solicited feedback on whether the committee members were interested in different tolling strategies than on other parts of the Tollway system given that it is a new roadway.

Committee Chair Weisner noted that technology allows tolling like this and it is something that should be considered given it adds fairness.

Chair Wolff asked if the only downside is the cost of the gantries and the infrastructure.

Executive Director Lafleur explained that there are two considerations: 1) a slight additional cost for the infrastructure itself 2) backoffice system impacts given a higher volume of images and transactions. She noted that these factors are being considered while the Tollway develops its new electronic tolling system.

Committee Chair Weisner commented that lessons learned may impact existing tolling configurations.

Mr. Zuccherro noted that the newly constructed interchanges are all electronic. He indicated that tolling flexibility is attractive and that it is something for the agency to look at.

In regards to the interchange policy, Director Sweeney asked if it is allowed for a community to partner with a private investment group.

Discussion followed about the involvement of private entities with local governments in relation to the Tollway's interchange cost sharing policy. Director Lafleur clarified that the Tollway is prohibited from privatizing assets/infrastructure or from participating in a public private partnership. However, the Tollway is allowed to partner with the local unit of government and the government can collect revenues through impact fees or revenues from for-

profit entities that are doing work at an interchange or receiving benefits from improvements at the interchange.

I-294/I-57

Mr. Zuccherro reported that a Quarterly Elected Official Meeting was held on November 13th and that there have been several meetings with Posen property owners to make sure they understand the relocation assistance that the Tollway provides. He elaborated that there has been intensive work with the residents to make sure they understand how the Tollway approaches land acquisition, relocations and displacements. Mr. Zuccherro reported that about 40 people attended a community meeting on November 7th where the Tollway had its negotiators and relocation counselor in attendance and that this was a first for the Tollway. This meeting included one-on-one sessions; those being displaced had the opportunity to talk to the person who is handling their specific parcel and also to have a meeting with a relocation counselor to make sure they understand all their rights. Mr. Zuccherro reported that this meeting was very successful and that another similar meeting was scheduled for December 18th. He added that the next meeting would involve the Tollway's partners from the Illinois Housing Development Authority (IHDA) to update residents on the different programs that are available to them.

Executive Director Lafleur elaborated that the Tollway has developed a new partnership with IHDA to try to help facilitate a greater level of assistance with relocating residents into new homes. She added that the Tollway will provide similar assistance for business relocations. She also noted that the Tollway is trying to do a little extra, working closely with home owners to help them understand the Tollway's process and to make sure they feel like they are getting enough information and are being treated fairly.

Director Sweeney asked if the Tollway pays off the bank at the value that the home was mortgaged at. Mr. Zuccherro responded that, in accordance with the Tollway's negative equity policy, the mortgage is paid.

Director Sweeney then asked what residents use to get into a new home. Executive Director Lafleur responded that the Tollway has relocation assistance funds but the amount is limited by statute. She added that, as part of the partnership with IHDA,

the Tollway will work with individuals to see how many are in a position to get a new mortgage and also consider whether the tenants are eligible for a program called housing of last resort, which gives extra opportunities for assistance for residents. She noted that the Tollway recognizes that there is concern at the local level and that the Tollway is trying to meet consistently and be available to residents.

Executive Director Lafleur noted that one of the challenges that the Tollway is struggling with is that the houses were built so recently even after right-of-way and the project path was well defined publicly. Some of the homes were permitted to be built even though zoning changes were required to accommodate the development.

Mr. Zuccherro stated that the Tollway wants to make sure people are getting the right information directly from the Tollway. The Tollway likely will be going out in January, February and maybe even March as resident concerns continue to be addressed.

Chair Wolff noted that it is the Tollway's interest to balance moving the project along fast enough so that time and money are not lost and goals are achieved and ,at the same time, taking into account individual home owners' and renters' personal interests.

Chair Wolff asked about the number of relocations the Tollway started with. Discussion followed and Mr. Zuccherro clarified that there were about 60 relocations total including billboards, 20 single family homes, 3 multi-family residential buildings with multiple units and 10 commercial businesses. Of the 20 single family homes, 8 have been relocated leaving 12 to still be relocated. Mr. Zuccherro noted that these numbers may change due to the fact that property owners may request the Tollway to acquire their entire property rather than a portion and that businesses may request the Tollway to acquire their entire property if they do not have the same access to their business as before the project.

Policy Review

Mr. Zuccherro then introduced Mr. Benda to discuss the Traffic Generator and Specific Service Sign Policy Guide as seen on slides 7-11 of the [attached presentation](#).

Mr. Benda noted that the policy was posted online from October 17, 2012 to November 7, 2012 for public review. He then reviewed and discussed the three comments that were received: one person wanted to expand the program to fuel and food; one person was concerned about overall signage congestion; and one person acknowledged that maybe there is a need but suggested that there did not need to be specific signs for each business but rather generic icons for the services/businesses available at the exit.

Mr. Benda recommended to place on the agenda for the full board meeting to approve: 1) the traffic generator and specific service sign policy guide amendment; 2) the fee structure; and 3) capital funding from the *Move Illinois* Program for \$1 million in 2013.

Director Sweeney moved to approve the Traffic Generator and Specific Service Sign Policy; seconded by Director Towns. The motion was approved unanimously.

Mr. Zuccherro next reviewed a landscape policy as shown on slides 12-14 in the [attached presentation](#).

Mr. Zuccherro indicated that the Tollway is seeking public and municipal comment on a new landscape policy on tree removal and trimming.

Mr. Zuccherro noted that the Tollway is looking for a removal plan, replacement plan and restoration plan from communities and, if more high-end landscaping is desired, a maintenance plan as well. He indicated that the Tollway wants to make sure that there is a consistent policy in place.

Chair Wolff asked if the Tollway has guidelines or principles for replacement plans on the types of plants to be used. Mr. Zuccherro responded that the Tollway has landscape design guidelines and criteria on the types of trees to be used as well as guidelines on the types of plants that work well. He noted that the Tollway has

a partnership with the Morton Arboretum and that they tested the types of vegetation that work well next to the road because it is such a harsh environment.

Chair Wolff asked whether, in the course of issuing permits, this criteria will be the basis for the Tollway's issuance of a permit. Mr. Zucchero responded that the replacement plan and the types of materials are reviewed, including what is to be trimmed, removed and replaced. Blanket approvals are not given.

Chair Wolff asked what happens if someone submits a plan inconsistent with our expectations. Discussion followed with Mr. Zucchero clarifying that the submitter is notified that their plan is inconsistent. In the end, the Tollway decides whether to issue the permit on Tollway ROW.

Director Sweeney asked how many villages have special landscaping at their exit. There was discussion about exits that have special landscaping. Mr. Zucchero clarified that the Tollway has permitted about five communities to have special landscaping; however, the local government is responsible for the maintenance.

Committee Chair Weisner asked what the normal level of Tollway maintenance is. Mr. Benda responded that the Tollway does not have a large number of trees in its ROW but that we will go in and prune or remove trees. Typically the Tollway mows the ROW 3 times a year but may do more if necessary. If the ROW is a residential area with a noise wall, the Tollway attempts to give it a higher level of maintenance and will try to do the same if the ROW is an entrance to a community. However, we are not able to provide weekly mowing that some people want.

Committee Chair Weisner asked if the Tollway has run into emerald ash borer issues. Mr. Zucchero responded that we inspect our trees annually for emerald ash borers as well as do invasive control.

Executive Director Lafleur noted that one of the important parts of Tollway policy is that private entities should not contact the Tollway directly, but rather to work through the local community to make sure their plan aligns with the community's vision.

Mr. Zucchero noted that the intent is to post the policy for public comment longer than normal (through February 1, 2013) because it is a little different and because

there is a desire for municipalities to carefully review because they will be intervening.

Committee Chair Weisner noted that the policy insists that the requests are channeled through the local government. Mr. Zucchero stated that this is the way the policy is written now, that the request must come through the local government but maybe that it is some type of approval or letter from the local government.

Chair Wolff requested, that along with the policy, pictures be posted of some of the examples of what other municipalities have done. Mr. Zucchero responded that photos will be included with the policy and that a fact sheet will be developed as part of Tollway outreach efforts to the different councils of mayors.

Mr. Zucchero requested that with the Committee's approval the landscape policy be posted for public comment.

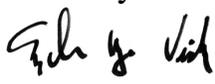
Committee Chair Weisner responded that there isn't a problem with putting it out for public comment. Additionally, Committee Chair Weisner asked that, during this same time period, staff make additional efforts to communicate with the local governments.

Mr. Zucchero responded that Bunny Anderson, Engineering Projects Liaison, will be going out to the different council of mayors to educate them about the policy. The additional public comment period will allow time to visit those municipalities.

Committee Chair Weisner noted that, with education on the policy, most local governments will like the authority to approve landscape work.

There being no unfinished business or new 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 1:08 p.m.

Minutes taken by: _____  _____

Marlene Vick

Assistant Board Secretary

Illinois State Toll Highway Authority



Strategic Planning Committee

December 2012

Strategic Planning Committee Overview

■ Workplan review

- Year in review
- 2013 Workplan

■ Corridor council updates

■ Traffic Generator and Specific Service Sign Policy Guide amendment

■ Landscape Policy proposal



Strategic Planning Committee Workplan

Key Decisions	Decision-Making Timeframe		
	1-6 Months	6-12 Months	12 Months +
Traffic Noise Study and Abatement Policy	X		
Diversity (Joint Discussion with FAO)	X		
Interchange and Roadway Cost Share Policy updates/priorities	X		
Environmental and Sustainability Policy	X		
Multi-modal planning		X	
Sign Policy		X	
Landscape Permit/Policy		X	
Customer/user surveys		X	
Congestion pricing/Off Peak Incentives		X	



2013-14 Committee Workplan

Key Decisions	Decision-Making Timeframe		
	1-6 Months	6-12 Months	12 Months +
Landscape Permit/Policy	X		
Customer/user surveys	X		
Multi-modal planning	X		
Environmental and Sustainability Policy	X		
Other Cost Share Local Policies		X	
Congestion pricing/Off Peak Incentives		X	
Freight accommodation planning		X	
Non-tolled ramp review		X	
Land use and right-of-way evaluation			X
Expanded use of Oases			X
Innovative financing options			X
Supplemental revenue generation (land, towers, utilities, etc.)			X



CORRIDOR COUNCIL UPDATES

Corridor Council Updates

■ Elgin O'Hare Western Access

- Record of Decision timeline
- Quarterly mayors' meeting – December 7
- Local Advisory Committee (LAC) meeting – December 10
- Legislative tours and briefings

■ Tri-State Tollway (I-294)/I-57 Interchange

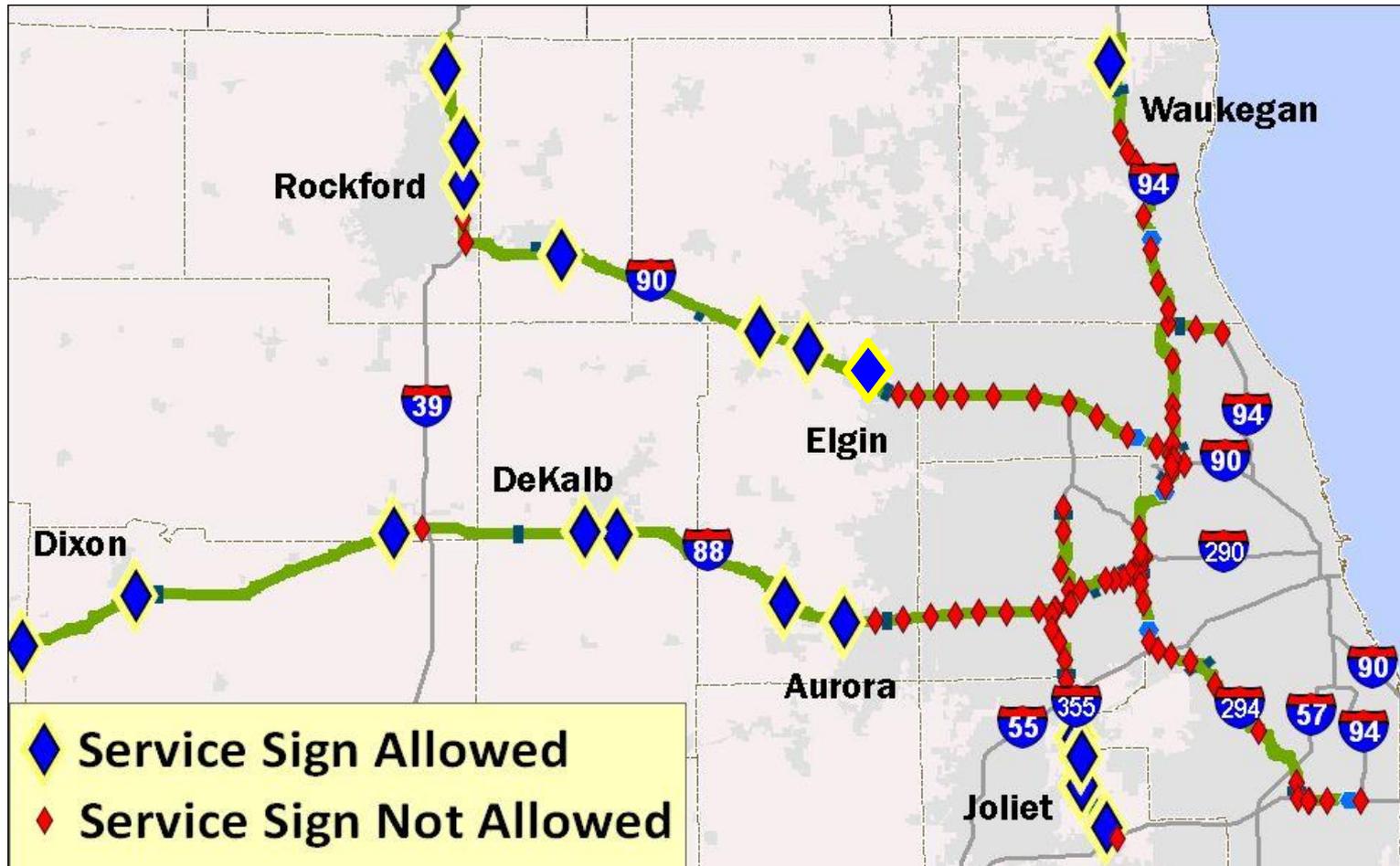
- Quarterly mayors' meeting – November 13
- Posen community meetings
- Legislative briefings



TRAFFIC GENERATOR AND SPECIFIC SERVICE SIGN POLICY GUIDE



Rural vs. Urban Locations



Committee Review and Public Comment

- **Traffic Generator and Specific Service Sign Policy Guide presented to Strategic Planning Committee**
 - October 17, 2012

- **Posted policy online for public comment**
 - October 17 – November 7, 2012
 - Three comments received



Program Fee Structure

	<u>Year 1</u>	<u>Years 2 - 15</u>
Full Interchange	\$2,000	\$ 950
Partial Interchange	\$1,000	\$ 425

Recommendation

- Approve the Traffic Generator and Specific Service Sign Policy Guide amendment
- Approve fee structure
- Approve capital funding from *Move Illinois* Program
 - \$1 million – 2013 budget



LANDSCAPE POLICY DISCUSSION

Landscape Policy

■ Expand on existing guidelines

- Erosion and sediment control and landscape design criteria
- Guidance for removal and replacement of trees

■ Need for tree removal and trimming policy

- Permit request to remove trees and vegetation
- Requests from residential and commercial properties
- Allow work within Tollway right-of-way
 - Trim foliage
 - Overhanging
 - Aesthetic enhancements
- Consistent approach



Landscape Policy

■ Aesthetic enhancement requests

- Requests must come from local governing body
- Application requirements
 - Landscape plan
 - Removal, replacement and restoration plan
 - Long-term maintenance plan
- Tree replacement to conform with existing policy
- May require maintenance agreement



THANK YOU