

## MEETING SUMMARY

Illinois Route 53/120 Blue Ribbon Advisory Council

Meeting #1, September 17, 2013, Lake County Central Permit Facility

The meeting was called to order by Kristi Lafleur at 2p.m.

Ms. Lafleur welcomed everyone to the first reconvening of the Blue Ribbon Advisory Council (BRAC) and thanked the members' continued participation in moving the project forward into this next phase of work. She invited each of the council members to introduce themselves and to briefly state their affiliations. Ms. Lafleur then introduced Co-Chairs Aaron Lawlor and George Ranney and also recognized the founding Co-Chair, David Stolman, and thanked him for his leadership efforts.

Ms. Lafleur discussed that the BRAC was established in 2011 by the Tollway Board to bring together a diverse and varied group of opinions to reach consensus on how this project can move forward. The BRAC provided a set of recommendations from which this next phase of work builds. The next phase of work intends to answer the questions: "Is the project feasible?" and "Should the Tollway build the project?" She also emphasized the importance of developing an integrated and comprehensive land use plan for the corridor. Ms. Lafleur turned the floor over to Mr. Lawlor.

Mr. Lawlor described the corridor being a limited access, tolled parkway that adopts innovative design elements, which seek to improve mobility while minimizing negative environmental impacts. The proposed facility entails a small footprint and a speed limit of 45 mph. Since the BRAC last convened, significant progress has been made by the partnering agencies toward implementing the BRAC's recommended next steps. A Tollway-led feasibility analysis has been underway since mid-summer and a corridor land use plan, led by the Chicago Metropolitan Agency for Planning (CMAP), has also been initiated (funded partly by Tollway and with grant funding secured by Lake County). While progress has been publicly quiet, the project teams have been hard at work. Mr. Lawlor turned the floor over to Mr. Ranney.

Mr. Ranney thanked Mr. Stolman for his dedication and commitment to the BRAC's prior work effort. Mr. Ranney stated that it was important for he and Mr. Stolman to meet early to gain broad based consensus that was the foundation for the content of the BRAC's final resolution and recommendation. The purpose of the current phase of work is not to revisit the work efforts of the BRAC, rather it is to build on and refine the recommendations that were made to determine feasibility.

Mr. Ranney emphasized the importance of the BRAC's recommendation to include a closer examination of how to finance the project and the development of an integrated land use plan that examines land use, transportation, economic development and open space. Tough decisions are going to need to be made at the local level, and he urged how critical it is to pay close attention to land use as it relates to commercial and economic development. Mr. Ranney introduced Aimee Lee, senior project manager,

Illinois Tollway, which will lead the feasibility analysis and Jason Navota, project manager for CMAP, which will lead the corridor land use plan .

Ms. Lee stated that the Tollway's feasibility analysis will attempt to take the BRAC's design guidelines and performance standards as the baseline, and ultimately try to answer the questions: "Is this project feasible?" and "Should the Tollway build the project?" The Tollway will establish a Finance Committee primarily comprised of municipalities and civic organizations. To support the Finance Committee, a consultant team will refine the cost and toll revenue estimates that were previously developed for the BRAC. The committee will digest information provided to them and make a recommendation to the Tollway Board of Directors on moving the project forward.

Ms. Lee introduced Dr. Chris Burke, President and founder of Christopher B. Burke Engineering and Doug Whitley, President and CEO of the Illinois Chamber of Commerce. Dr. Burke represents the engineering consultant team for the Tollway, and Doug Whitley will be Co-Chairing the Finance Committee alongside Chris Meister, Executive Director of the Illinois Finance Authority.

Dr. Burke began by discussing the Guiding Principles that were developed by the BRAC's previous work, namely enhancing mobility and accessibility and decreasing congestion while fitting this roadway into the context of a unique environment. These Guiding Principles were further developed into Design Standards and Environmental Performance Measures that define the character of this roadway. As a part of the next step in project development, the work to be done will fall into one of five categories which have been identified as: Financing, Environmental, Design, Operations and Regulatory.

The consultant team's work has been ongoing to review the information prepared by the BRAC in order to build off this platform to take a more detailed look at project costs and potential funding scenarios. The project team will be conducting a statistical based user survey this fall to gauge how drivers might use this new roadway. For further discussion on the Finance Committee's work, Dr. Burke turned the floor over to Mr. Whitley.

Mr. Whitley, representing the Finance Committee, stated that the committee's main challenge will be to identify financing measures to close the funding gap for this project. Local communities need to be heavily involved in the process for it to be successful, as well as governmental agencies like IDOT and FHWA. The first finance committee meeting will likely take place at the end of October, followed by meetings every quarter. After completing its work by the end of 2014, the committee will ultimately be responsible for advancing a recommendation to the Tollway Board of Directors. Mr. Whitley turned the floor over to Mr. Navota.

Mr. Navota discussed that CMAP will be leading the development of an integrated, multi-jurisdictional Corridor Plan that balances land use, economic development, natural resource and open space protection, multi-modal connections, congestion relief and community character. The plan will be consistent with the BRAC recommendations and GOTO2040. Full participation from local municipalities is expected and will ensure that all voices are heard and concerns addressed during the open process. Mr. Navota described in detail what tasks the Corridor Plan will include. Mr. Navota turned the floor over to Ms. Lee.

Ms. Lee described how the current work effort will be organized. The BRAC will be involved in an advisory capacity. A core team has been formed to ensure coordination between the Tollway and CMAP's efforts as well as to ensure that the work of the committees advances in a fashion that is consistent with the BRAC's recommendations. The Finance Committee will provide a recommendation to the Tollway Board of Directors as to whether the Tollway should continue to move forward with the project. The Land Use Committee is expected to recommend a corridor Land Use Plan that could be adopted by the affected communities along the route. The committees will meet about once per quarter, most likely on the same day and location. The BRAC will be kept informed with a meeting at the mid-point of the work effort and again near the end, which is expected to be late 2014/early 2015. The first Finance Committee meeting is scheduled for late October, at the Lake County Central Permit Facility. BRAC members will be notified of future committee meetings. BRAC members and the public will be welcome to attend these committee meetings.

Mr. Lawlor and Mr. Ranney opened the meeting for public comment; first from Council members and followed by the public. The following were questions posed and the responses given by Ms. Lafleur, Mr. Lawlor and Ms. Lee:

- Q. BRAC member State Sen. Terry Link stated that about all communities in Lake County will be affected, not just those adjacent to the corridor. For example, North Chicago and Waukegan, are not directly impacted but still affected. Is there a way to involve the other communities that aren't adjacent to the corridor in the committees?
- A. There are 18 communities represented in the draft committee list. The final list will be distributed to BRAC members. There is a desire to strike a balance between having enough representation while also being able to conduct productive meetings without having too many voices in the room, Ms. Lafleur said. BRAC member Randy Blankenhorn, executive director of CMAP, followed these responses by commenting that Mr. Lawlor and Mr. Ranney will continue to have roles of leadership on the Land Use Committee, which will focus on community inclusion while maintaining the guiding principles and consensus built by the BRAC.
- Q. Rolling Meadows Mayor Tom Rooney, representing the Northwest Council of Mayors, asked that as far as scheduling for future meetings, is there a way to stagger meeting times between afternoon and evening to allow for more attendance from part-time village staff and so that others from the public can attend outside of business hours?
- A. This will be taken under consideration. Mr. Lawlor also cautioned it would also be important to develop some continuity to ensure that the project maintains its momentum.
- Q. Chris Gentes, executive director of the Lake County Municipal League, asked whether a list will be provided of the committee membership to the BRAC members.
- A. A list will be distributed to BRAC members.
- Q. Is this current work effort a Phase I study? Will there be an EIS/EA done?

- A. The current phase of work is not a Phase 1 study. The thinking here is that with such a unique project, the tough issues will be tackled first to be able to clear any major hurdles prior to kicking off a Phase 1/EIS study.
- Q. Mr. Rob Sherman, of Buffalo Grove, asked how will the communities in Cook County be involved?
- A. The Cook County Board Chairman's office has been contacted and invited to participate in the first Finance Committee meeting. Additional municipalities may be invited to subsequent committee meetings, at the discretion of the Committee members.

The meeting adjourned at 2:45 p.m.