



Record of Meeting | November 12, 2015

The Illinois State Toll Highway Authority (the “Tollway”) held the regularly scheduled Customer Service & Planning Committee Meeting on Thursday, November 12, 2015 at Tollway Headquarters in Downers Grove, Illinois. The Meeting was held pursuant to By-Laws of the Tollway upon call and notice of the meeting executed by Chairman Robert J. Schillerstrom 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 / Pledge of Allegiance / Roll Call

Committee Chair Bob Schillerstrom called the Meeting to order at approximately 11:02 a.m. and stated that this is the regularly scheduled meeting of the Customer Service & Planning Committee (“CSP Committee”) of the Tollway Board of Directors. He invited attendees to rise and join in the Pledge of Allegiance. He then asked the Board Secretary to call the roll, those Directors present and absent being as follows:

Committee Members Present:	Committee Members Not Present:
Committee Chair Bob Schillerstrom	None
Director Jim Banks	
Director Craig Johnson	
Director James Sweeney	

The Board Secretary declared a quorum present.

Public Comment

Chairman Schillerstrom opened the floor for public comment. No public comment was offered.

Committee Chair’s Items

Chairman Schillerstrom called for a motion to approve the Minutes of the Customer Service & Planning Committee meeting held on Sept 14, 2015. Director Banks made a motion for approval; seconded by Director Sweeney. Chairman Schillerstrom asked if there were any questions,



concerns or requests for amendment. Hearing nothing, Chairman Schillerstrom called for a vote. The motion PASSED unanimously.

Chairman Schillerstrom then called on Executive Director Greg Bedalov.

Executive Director

Illinois Tollway Excess Right-Of-Way and Annexation Policies: Executive Director Bedalov introduced Rocco Zuccherro, Deputy Chief of Engineering for Planning, to provide for the Committee a presentation on the proposed Illinois Tollway Excess Real Property Declaration and Disposal Policy and the Illinois Tollway Annexation Policy. [See attached presentation.](#)

Director Banks inquired how interested parties become aware of the availability of property determined to be excess by the Tollway. Mr. Zuccherro responded that to this point, interested parties have initiated the process by approaching the Tollway and expressing their interest in specific properties which they either are familiar with as Tollway-owned or have identified as Tollway property from perimeter fencing. He continued that upon adoption of the new policies and as staff resources permit, the intention going forward is to compile a regularly updated listing of properties determined to be excess and publish their availability.

Director Johnson inquired whether the policies offer other agencies and local governments a right of first refusal prior to publication of the availability of property deemed to be excess. Mr. Zuccherro responded that local governments will continue to be thoroughly engaged during the disposal process of any excess land, highlighting that the policies are flexible and intended to support local governments by prioritizing the economic impact and public benefit of the proposed use for any property requested.

Directors expressed support of the policies developed and their potential to positively impact regional economic development and neighboring communities.

New Tollway Inspector General: Executive Director Bedalov then welcomed to the Tollway the newly-appointed Inspector General, TJ Hengesbach, and asked that he introduce himself to the Committee. Mr. Hengesbach provided a brief overview of his background and expressed his appreciation for the welcome.

Central Tri-State (I-294) Corridor Planning Council Update: Executive Director Bedalov reported that the Central Tri-State (I-294) Corridor Planning Council is beginning to wrap up its important work to provide public input to help the agency develop a master plan for reconstructing



the Central Tri-State Tollway (I-294). He noted that the top priorities for issues which the roadway improvements should address have been identified and that these efforts will serve as the foundation for the council's final recommendations, anticipated to be delivered at the final meeting in January. He then re-introduced Mr. Zucchero to provide for the Committee an update on the Central Tri-State (I-294) Corridor Planning Council and the priorities they have identified. [See attached presentation.](#)

Director Johnson called attention to the relatively low placement of "economic development" in the council's prioritization of issues. Mr. Zucchero responded that it is his understanding that council participants felt that if their two highest priorities, congestion relief and access, are addressed, increased economic development will follow.

Director Sweeney expressed concern regarding the limited access on I-294, suggesting this issue serves as a constraint on economic development in the corridor. Mr. Zucchero concurred, highlighting that access has been an issue highlighted with the council and will be a priority in the Tollway's master plan process. Directors and staff discussed some specific access points and enhancing access generally to benefit users, local businesses and communities.

Director Sweeney asked, given the breadth of challenges identified on the Central Tri-State Tollway (I-294), whether sufficient resources have been allocated for its reconstruction. Mr. Zucchero responded that the \$1.7 billion currently budgeted within the *Move Illinois* Program for the Central Tri-State Tollway (I-294) reconstruction provides for removal and replacement in kind of the existing four lanes. Directors and staff then discussed potential elements and challenges which might be addressed if taking a long term "once in 60 years" approach to the reconstruction project, including roadway widening and related stormwater management, improvements to the Mile-Long Bridge (beyond re-decking), significant issues related to interchanges and access, and the use of technology to ensure maximum utility of infrastructure along the corridor.

Chairman Schillerstrom highlighted that the Central Tri-State Tollway (I-294) reconstruction is an important opportunity for the Tollway. He requested confirmation that the master plan process is not limited and will examine and analyze costs associated with a broad vision that accounts for future demand and which considers forward-thinking and innovative solutions to improve travel reliability, performance and access of the Central Tri-State Tollway corridor to support economic growth in the region. Mr. Zucchero confirmed. Executive Director Bedalov added that the master plan process has been initiated earlier than planned specifically to allow additional time for a comprehensive examination of financially viable solutions.



Director Johnson commended the collaborative approach being taken by the Tollway, which was also engaged previously on the Jane Addams Memorial Tollway (I-90) Rebuilding and Widening Project, for the development of the Central Tri-State Tollway (I-294) reconstruction project, particularly the open communication channels and efforts to engage local governments and other stakeholders in establishing the long-range vision for the project.

Chairman Schillerstrom inquired about the “Bicycle and Pedestrian” item listed in the council’s prioritization of issues. Mr. Zucchero responded that this relates to a Tollway attempt to incorporate additional width into any new bridge or bridge reconstruction in order to accommodate a separate narrow lane for local bicycle and pedestrian traffic. Mr. Zucchero noted this accommodation has been incorporated into Tollway bridge reconstructions for some time. Chairman Schillerstrom expressed support for formalizing a Tollway policy on construction going forward which incorporates pedestrian- and bicycle-friendly features.

Items for Consideration

Engineering / Planning

Item 1: Illinois Tollway Excess Real Property Declaration and Disposal Policy and Illinois Tollway Annexation Policy.

Chairman Schillerstrom called for a motion to approve placement on the November Board of Directors meeting agenda of **Engineering / Planning Item 1**, Illinois Tollway Excess Right-Of-Way and Annexation Policies, with the Committee’s recommendation for Board approval. Director Banks made a motion for approval; seconded by Director Johnson. Chairman Schillerstrom asked if there were any questions, concerns or requests for discussion. Hearing nothing, Chairman Schillerstrom called for a roll call, the vote of yeas and nays being as follows:

Yeas: Director Banks, Director Johnson, Director Sweeney, Chairman Schillerstrom (4).

Nays: None (0)

The motion to approve PASSED.

Adjournment

There being no further business before the Committee, Chairman Schillerstrom called for a motion to adjourn. Director Sweeney made a motion to adjourn; seconded by Director Banks. Chairman Schillerstrom then called for a vote. The motion PASSED unanimously.



The Meeting was adjourned at approximately 11:56 a.m.

Minutes taken by: _____

Christi Regnery
Board Secretary
Illinois State Toll Highway Authority



Customer Service and Planning Committee
Excess ROW and Annexation Policy
November 12, 2015

Excess Right-Of-Way Authorization

■ Toll Highway Act 605 ILCS 10/8(a)

- Tollway empowered to dispose of excess property or partial interests

■ Trust Indenture § 708 (Amended and Restated May 31, 1999)

- “The Tollway may from time to time sell, exchange or otherwise dispose of any real property or release, relinquish or extinguish any interest in it as the Tollway by resolution shall declare is not needed in connection with the maintenance and operation of the Tollway system, and, in the judgment of the Tollway, will not in the future be needed for any foreseeable improvement to the Tollway system.”



Overview of Existing Policy and Practice

- **Guided by Toll Highway Act and Trust Indenture**
- **Reactive approach based on requests**
 - Three-step internal review process
 - Informal review of location and Tollway need
 - Engineering review – potential to declare excess or not
 - Formal review by multiple departments
- **Formal disposal of excess right-of-way**
 - Public agency via intergovernmental agreement
 - Sealed bid for private entity
 - Value determined by appraisal
- **Board action per Toll Highway Act and Trust Indenture**



Overview of Proposed Policy Changes

- **Proposed Policy reflects external feedback**
- **Flexible policy intended to support local government**
- **Clear and documented process**
- **Indication of proposed use and public benefit**
 - Enables direct sale to a public entity
 - Public use – roads, parks, multi-use path etc.
 - Economic development
 - Onus on requestor to indicate how sale is in the public interest
- **Assessment of impact on Tollway – traffic, operations, proposed land use**
- **Economic impact analysis**
- **Billboards require Chief Engineer approval**

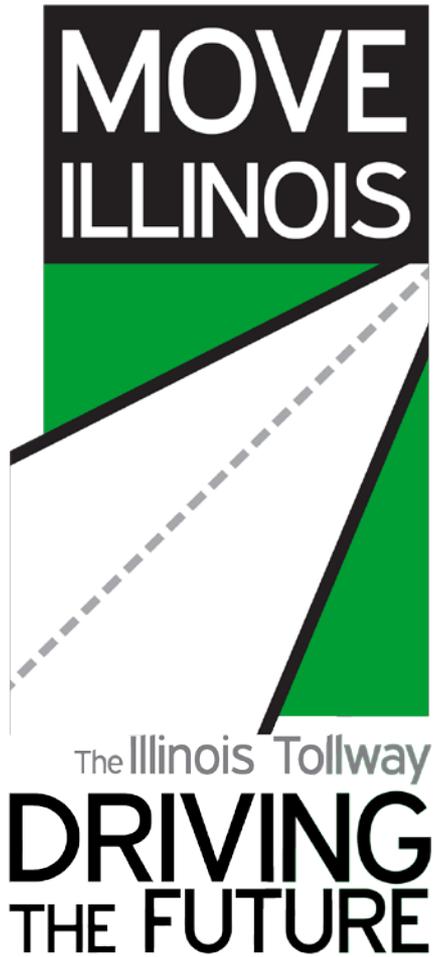


Next Steps

- **Policy approval**
- **Distribution of Policy**
- **Advance on-going local agency requests**
 - Approximately 10 requests pending
- **Proactive assessment of potential excess right-of-way**
 - I-294/I-57 Interchange
 - Elgin O'Hare Western Access Project



THANK YOU



Central Tri-State (I-294) Tollway Corridor Planning Council Update

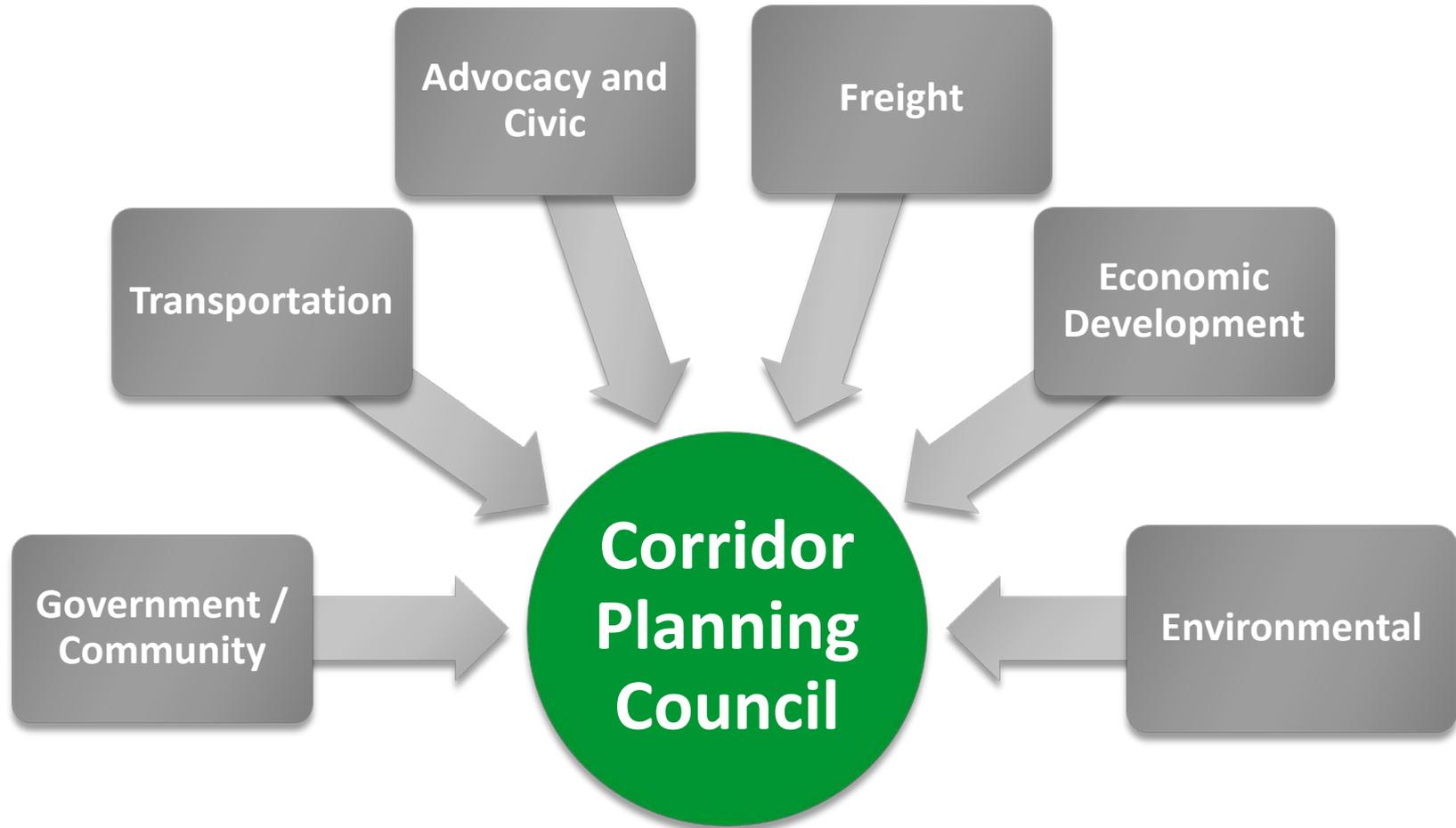
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Central Tri-State Tollway (I-294)

- ▶ **Project limits**
 - ▶ 22 miles – 95th Street to Balmoral Avenue
- ▶ **Central Tri-State Tollway (I-294) reconstruction in *Move Illinois* Program**
 - ▶ Budgeted \$1.7 billion
 - ▶ Scheduled from 2020 to 2022 with advance work as early as 2018
- ▶ **Convened Central Tri-State Tollway (I-294) Corridor Planning Council**



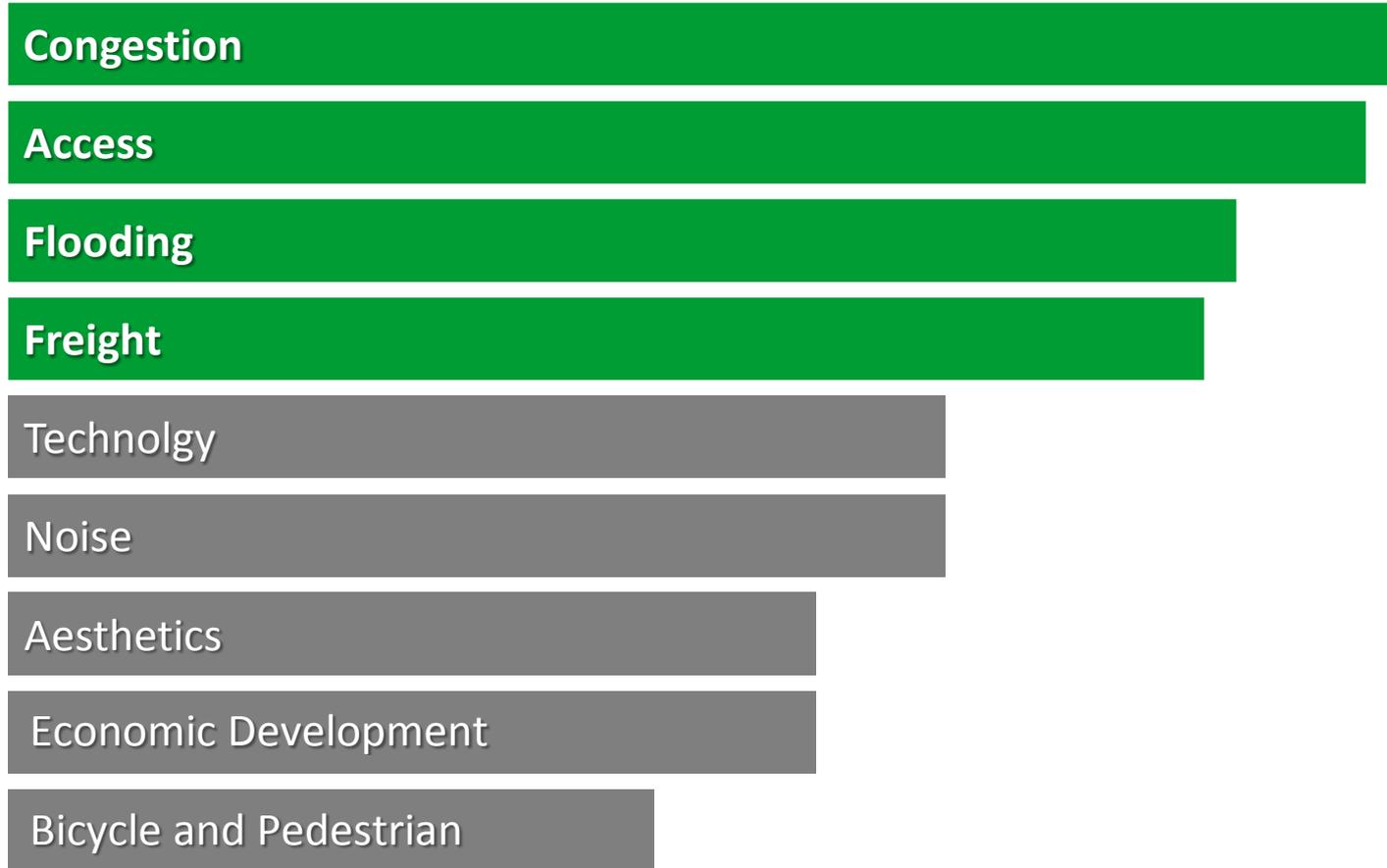
Corridor Planning Council Membership



Adopted Guiding Principles

- ▶ Develop and support an inspired vision that accounts for existing and future demand along the Central Tri-State Tollway (I-294) and the Tollway system as a whole; providing safe, efficient and appealing transportation choices for all corridor users including freight, passenger, transit, bicyclists and pedestrians
- ▶ Improve travel reliability, performance and access of the Central Tri-State Tollway corridor to support economic opportunity, increase mobility and continue growth in the region
- ▶ Minimize the environmental impacts by promoting collaborative, efficient sustainable practices, including but not limited to stormwater best management practices
- ▶ Support financially viable solutions, in coordination and collaboration with partners, that address the corridor needs of today and the flexibility to address future regional needs
- ▶ Encourage an open and collaborative regional planning process among council members to guide the development of a regionally appropriate vision for the corridor
- ▶ Consider innovative solutions that enable the use of technology to ensure maximum utility of infrastructure along the corridor

Prioritization of Issues

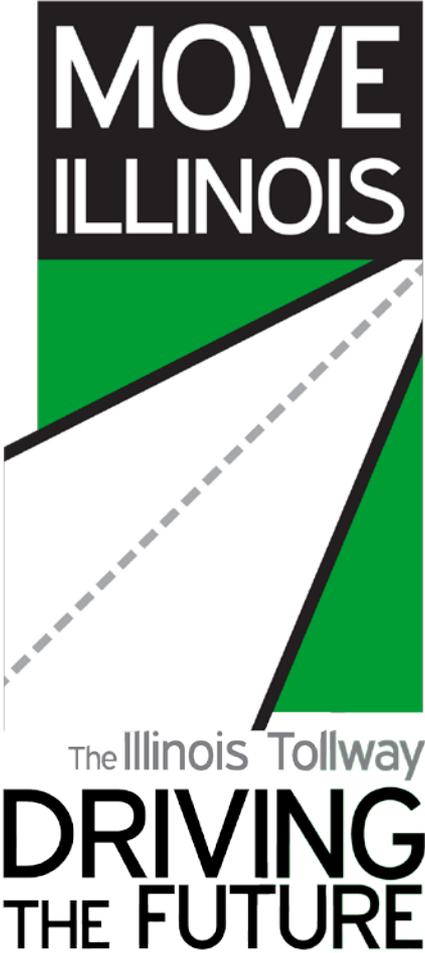


Weighted number of mentions by the Corridor Planning Council

Next Steps

- ▶ **January - Final Corridor Planning Council meeting**
- ▶ **Final report to inform Master Plan**
- ▶ **Continued outreach with partners**





THANK YOU
