



## WORKINGSESSIONMINUTES

MEETING SUBJECT: Elgin O'Hare Western Access Local  
Advisory Committee #16

RECORDER: Carla Mykytiuk

MEETING DATE & TIME: January 12, 2015 at 6:30 pm

PREPARATION DATE: February 9, 2015

MEETING LOCATION: Schaumburg Township Activity Room

ISSUE STATUS:       Draft for Review                       Final

ATTENDEE NAME	ORGANIZATION
Brian Smith	Roselle Planning Commission
Carla Mykytiuk	CH2M HILL
Ellen Leahy	Itasca
Greg Benske	Thomas Engineering Group
James Petri	Elk Grove Village
John Yonan	Cook County
Karyn Robles	Schaumburg
Kevin Donahue	Illinois Tollway
Lidia Pilecky	CH2M HILL
Maggie Jablonski	Elk Grove Village
Manar Nashif	Illinois Tollway
Michael Zonsius	City of Chicago
Mike Albin	DMMC
Nellie Beckner	Mount Prospect
Nunzio Pulice	Wood Dale
Paul DeMichele	Bensenville Chamber of Commerce
Robert (Bud) Phillips	Maine Township
Rocco Zucchero	Illinois Tollway
Rodney Craig	Hanover Park (LAC Chair)
Ron Lunt	Hamilton Partners
Scott Kegarise	Schaumburg Township
Scott Marquardt	HR Green
Scott Viger	Village of Bensenville
Sendy Soto	District Director at Office of Congresswoman Tammy Duckworth
Shirlanne Lemm	Elk Grove Township

The sixteenth meeting of the Elgin O'Hare–Western Access Project Local Advisory Committee (LAC) was held at the Schaumburg Township Activity Room at 6:30 p.m. on Monday, January 12, 2015. LAC Chair, Rodney Craig, called the meeting to order. Roll call was taken with those present being:

Rodney Craig  
Karyn Robles  
Michael Zonsius  
Robert Phillips

Paul DeMichele  
Brian Smith  
Ron Lunt  
Ellen Leahy

Nellie Beckner  
Nunzio Pulice  
John Yonan

Shirlanne Lemm  
James Petri  
Scott Kegarise

With the required number of members present, a quorum was established. The minutes from the October meeting were unanimously approved. There was no old business to discuss.

LAC members then gave feedback on local issues and provided insight into what they were hearing from members of their communities. Scott Kegaris informed the group that the I-290 flyover bridge had already been tagged with gang symbols. A Bensenville LAC Member asked if there was any more land that would be required in Bensenville for the maintenance facility. In response, Rocco Zucchero said that the objective of the Tollway is minimize land acquisition and that location of the maintenance facility is yet to be determined. He said that maintenance areas are needed along the corridor and that the Tollway is looking for partnerships.

After it was determined there were no additional issues to report or questions to be addressed, Lidia Pilecky began the project status update:

**Design and Construction Update:**

- Twenty-nine contracts totaling \$230.6 million currently awarded to provide design and construction management services.
- Twenty construction contracts totaling \$345 million have been awarded as of December with 18 contracts receiving a notice to proceed for construction. An additional eight construction contracts are anticipated to start by summer 2015.
- *Design Status.* Design phase of development for the EOWA is well underway. Design phase work includes preparation of final design plans and specifications, land acquisition, and preparation of required permits and agreements
- *Construction Status.* All ongoing construction is weather dependent. Currently, the locations with construction activity are the utility relocation at Thorndale Avenue and Wood Dale Road and work to accommodate the new bridges at Illinois Route 390 over Lively Boulevard, Salt Creek and Mittel Avenue, as well as, Rohlwing Road Bridge over Illinois Route 390.
- *Construction Implementation Timeline.* Implementation of the EOWA project remains on schedule. The overall implementation strategy is to deliver usable portions of the project in a phased manner. Early construction completion milestones include: Illinois Route 390 widening from U.S. Route 20 to Meacham/Medinah Road (completed by end of 2015); extension of Illinois Route 390 from Meacham/Medinah Road to Illinois Route 83 (completed by end of 2017); construction of the I-90 at Elmhurst Road interchange (completed by end of 2016)

**Business and Residential Outreach:** Since the last LAC meeting, the project team has continued coordination meetings with community staff, participated in community meetings (Bensenville Village Board, Itasca), and held the EOWA Quarterly Mayors Meeting. Upcoming meetings include a Roselle landscaping and screening workshop, as well as 2015 pre-construction outreach meetings. LAC members suggested that meetings with Itasca residents and south side neighborhood groups would be beneficial. Also, coordination with the Chambers of Commerce in the area since they interact with local businesses. The GOA Regional Business Association and the Elk Grove Chamber collaborate by holding a joint meeting.

**DuPage County Update:** Lidia Pilecky presented information provided by DuPage County. The County recently initiated EOWA Aesthetics planning and design efforts and will be contacting communities in February to schedule direct meetings.

DuPage County was awarded a Local Technical Assistance Grant (LTA) through CMAP. The project is to develop a complementary Bike/Pedestrian plan for the area from Taft Avenue to Barrington Road and from Schaumburg Road to Army Trail Road. DuPage County is finalizing the scope and will be evaluating consulting teams in February. Stakeholder meetings will likely occur in March or early April.

Next, John Yohan of Cook County spoke briefly how and why it is important to make sure FHWA would allow portions of the project to be eligible for funding and the process of assessing what parts of the project would be eligible for Federal/CMAQ funding. John said that Cook County will continue to partner with DuPage County when considering projects to apply for funding, with a particular focus on projects which provide broader regional benefits.

The next item on the agenda was **the Illinois Route 390 Tolling Plan**. Rocco Zucchero presented highlights of the tolling plan including toll gantry locations and toll rates for passenger cars for the Illinois Route 390 corridor. The EOWA will be the first all-electronic tolling (AET) corridor on the Tollway system. All-electronic tolling is faster and more convenient. Eliminating standard toll plazas also means reduced construction costs, with less land needed for the road because there won't be cash lanes. A Mainline Tolling System was selected because it enables equitable tolling, encourages both short- and long-distance trips, provides congestion relief on adjacent secondary roadways, and supports economic development. January 1, 2015 was the authorized tolling date, but the Tollway plans to initiate tolling following completion of usable segments of the tollway, thereby providing travel benefits to drivers before collecting tolls. It is anticipated that toll collection for the first segment of the EOWA - Illinois Route 390 from Lake Street (U.S. Route 20) to I-290 - will begin in 2016. Details regarding tolling for the north-south corridor are to be developed with future design.

The mainline only toll collection system along Illinois Route 390 best fits with the frequent and closely spaced entrance and exit ramps. In fact, along the approximately 10-mile stretch of Illinois Route 390, there will be 31 ramps to and from local arterials that provide access to the toll road, not counting the various ramps connecting to I-290 and the Western Bypass corridor. This is significantly greater than the average spacing and frequency of ramps along other portions on the Illinois Tollway system.

Rocco discussed how proposed toll rates have been set along Illinois Route 390. The closely spaced entrance and exit ramps along Illinois Route 390 posed some unique challenges in designing a cost effective and equitable toll collection system. Further, the system had to be designed in a manner which will not assess a toll for motorists traveling on IDOT jurisdiction roadways at the I-290 interchange. With the objective of maintaining an average 20 cent per mile toll rate for motorists, the Illinois Route 390 corridor was divided into six adjoining tolling segments, with the segments bounded by major crossing roadways. The gantries are typically located between successive entrance and exit ramps maintaining the Illinois Tollway's "closed toll collection system" whereby all motorists are charged for their trip. Proposed passenger car rates have been developed to be consistent with the average 20 cents per mile toll rate, with the rates established based on the travel distance along each segment of mainline Illinois Route 390. This pricing structure is consistent with how the Tollway has historically established toll rates across its system, with toll rates based on mileage traveled along the system relative to the nearest mainline toll plaza and rounded to the nearest nickel. While passenger car rates along Illinois Route 390 will range from 20 cents to 60 cents for I-PASS customers, depending on the gantry location, the rates charged for travel in each toll segment are consistent with the 20 cent per mile average toll rate based on a through-trip (i.e. driving the length of Illinois Route 390 from US 20 to the Western Bypass) established for the EOWA. The cost for the full trip along the 10-mile Illinois Route 390 corridor is \$1.90 or 18 cents per mile.

An LAC member asked why toll rates on Illinois Route 390 were higher than tolls on I-355. Rocco Zucchero responded that a \$0.20 toll rate per mile is consistent with typical toll rates across the US, and appropriate for new-construction projects and also, that the rate is consistent with discussions regarding average toll rates during the early phases of project planning. Average rates for the EOWA (20 cents per mile) and for the Veterans Memorial Tollway (15 cents per mile) are greater than the current average system-wide rate of 6 cents per mile, reflecting the higher cost to build as prices increased over the years due to inflation and other economic factors. It was also mentioned that the \$0.20 toll rate per mile is consistent with the 2011 Governor's Advisory Council Report and the Tollway approved capital plan.

The LAC member asked why tolls are not the same rate throughout the system. Rocco said that the higher rates were established to help offset the corresponding higher construction costs. The higher average toll rate for the EOWA project reflects the appreciably higher overall capital costs of construction for this project- \$3.4 billion for EOWA, compared to the \$730 million for the 12.5-mile I-355 South Extension which was completed in 2007.

An LAC members asked how do out-of-state drivers will pay, and if a premium will be charged for on-line payments. Rocco noted that the Tollway is still developing business rules for the all-electronic system and will share information when available.

In regards to tolling near the I-290 interchange, Rocco clarified that traffic on IDOT jurisdiction roads will not be tolled. There are six IDOT jurisdiction ramps in the I-290 interchange area consisting of the following: exit ramps from I-290 to Illinois Route 390 and to Hamilton Lakes Drive/Park Boulevard, exit ramps from I-290 that provide access to Rohlwing Road and Meacham Road/Medinah Road, entrance ramp from Meacham Road/Medinah Road to I-290, and exit ramp from I-290 to Park Boulevard/Hamilton Lakes Drive

Features of and signage for the Illinois Route 390 toll plazas was the next topic. Rocco mentioned that messaging/signage was the topic of a 2014 focus group to make sure the public understood the option to pay online. Rocco mentioned that surveys show that approximately 90 percent of drivers on the existing Elgin O'Hare Expressway have I-PASS accounts, and of those who don't, nearly one quarter said they would get an I-PASS in the future. Therefore, the vast majority of customers on the EOWA will be ready to pay through established I-PASS accounts. The Tollway is still exploring payment options for non I-PASS customers and will share information when available.

Another LAC member asked about drivers who use the Tollway and realize after exiting that they haven't paid. He asked – is the onus on the driver to figure out what they owe? Rocco said drivers in this circumstance could go to the Tollway's website or call to make payment arrangements. He assured the group that the Tollway wants to make sure that drivers who accidentally miss paying a toll aren't considered "violators" but customers.

It was also brought up that the I-PASS does not work in every state. Rocco noted that the last federal transportation bill, MAP 21, is seeking to establish a national toll interoperability platform by the end of 2016 which would require all states with tolling to be compatible. The Tollway is already part of the EZ Pass group which covers 15 states and 26 toll agencies east of the Mississippi River.

With regard to I-PASS account setup, LAC Member Scott Kegaris suggested making I-PASS available for purchase throughout affected communities and villages. Kevin Donohue mentioned that temporary I-PASS offices were opened in various locations like the Secretary of State offices for the I-294/I-57 project and it may be possible to use a similar approach for the EOWA Project. Mr. Kegaris suggested that municipalities would also be interested in partnering with the Tollway for I-PASS account setup. Kevin Donohue said that the Tollway is willing to work with communities and to continue to make transponders and account setup affordable and convenient.

Prior to implementation of toll collection on IL 390, the Illinois Tollway will conduct an extensive community and local business outreach plan. This effort will include coordination with LAC and communities to develop the outreach plan with significant time for implementation in advance of 2016 tolling.

Prior to concluding the meeting, the **next steps for the LAC** were discussed briefly. At the suggestion of an LAC member, the group decided to schedule the next meeting for March 16, 2015. Several locations were offered, including Schaumburg Township, Itasca and Elk Grove Village.

Suggested topics for the March 16 meeting include:

- LAC input on tolling outreach ideas
- 2015 construction preview
- Frontage road jurisdiction

Sendy Soto, District Director for U.S. Representative Tammy Duckworth's office, told the LAC members that the Congresswoman's first letter to Governor-Elect Rauner mentioned the EOWA Project to him as a priority. The highway trust fund is also a big issue for Representative Duckworth. Sendy offered space for an LAC meeting and said that she was here and available if the LAC needs anything.

The meeting adjourned at approximately 7:55pm.

Minutes taken by: Carla Mykytiuk, CH2M HILL for the LAC

**Action Items:** The next meeting will take place on March 16, 2015