



WORKING SESSION MINUTES

MEETING SUBJECT: Elgin O'Hare Western Access Local Advisory Committee #20 RECORDER: Carla Mykytiuk

MEETING DATE & TIME: September 14, 2015 at 6:30 pm PREPARATION DATE: October 1, 2015

MEETING LOCATION: Elk Grove Village Hall

ISSUE STATUS: Draft for Review Final

ATTENDEE NAME	ORGANIZATION
Manar Nashif	Illinois Tollway
Rocco Zucchero	Illinois Tollway
Kevin Donahue	Illinois Tollway
Lidia Pilecky	CH2M HILL
Carla Mykytiuk	CH2M HILL
Rodney Craig	Hanover Park (LAC Chair)
Nunzio Pulice	Wood Dale
Brian Smith	Roselle Planning Commission
Ron Lunt	Hamilton Partners
Paul DeMichele	Bensenville Chamber of Commerce
Karyn Robles	Schaumburg
Michael Zonsius	City of Chicago
James Petri	Elk Grove Village
Len Maniscalco	Bensenville Chamber of Commerce
Shirlanne Lemm	Elk Grove Township
John Loper	DuPage County
John Yonan	Cook County
Sharon Eckhart	Wood Dale Courtyard by Marriott
Maggie Jablonski	Elk Grove Village
Mike Martella	Village of Bensenville
Scott Marquardt	HR Green
Evan Teich	Village of Itasca

The twentieth meeting of the Elgin O'Hare–Western Access Project Local Advisory Committee (LAC) was held at Elk Grove Village Hall at 6:30 p.m. on Monday, September 14, 2015. Rocco Zucchero of the Illinois Tollway, called the meeting to order for Rodney Craig. Roll call was taken with those present being:

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| Rodney Craig | Shirlanne Lemm |
| Nunzio Pulice | John Loper |
| Ron Lunt | John Yonan |
| Paul DeMichele | Len Maniscalco |
| Karyn Robles | Brian Smith |
| Michael Zonsius | Sharon Eckart |
| James Petri | |

With the required number of members present, a quorum was established; the minutes from the July meeting were unanimously approved with no discussion. There was no old business to discuss. No public comment was received.

Feedback on Local Issues

LAC members were asked to provide feedback on local issues and provided insight into what they were hearing from members of their communities. Several concerns regarding construction operations and traffic flow in the Hamilton Lakes area were discussed as follows:

- The traffic flow along Thorndale Avenue in the Hamilton Lakes area was mentioned as a concern.
- The signal timing at the intersection at Hamilton Lakes and Thorndale is causing traffic flow issues for left turning vehicles. Manar Nashif said that the Tollway would look into the timing issue.
- The lack of a left turn lane from Park Boulevard to Hamilton Lakes Drive is causing congestion. Manar Nashif indicated that this is in an interim condition through spring 2016.
- Ron Lunt explained that drivers wanting to go west on Illinois Route 390 are missing the Illinois Route 390 flyover ramp and making U-turns in the middle of the intersection at Park and Thorndale. Manar Nashif said that a delineator would be added to prevent U-turns at that location.

Design and Construction Status

The Tollway will begin the design of the “Future Design” area indicated on the Design Status map by the end of 2016. As of now, there is one remaining major contract (landscaping) on the west end of the project, to complement and enhance the roadway improvements with aesthetic treatments. In 2016, construction in the vicinity of O’Hare Airport will begin with the relocation of the security fence, which will allow the Tollway to start the system interchange in this area.

Contract Update

Since 2012, thirty-two engineering contracts totaling \$252.9 million and thirty construction contract totaling \$561.7 million have been awarded. The construction contracts awarded to date comprise a quarter of the construction value of the project. Eleven of the construction contracts are complete and seven more are scheduled for completion this year. Thus far in 2015, thirteen construction contracts are starting, with the addition of four more by the end of the year, and seven starting in 2016.

The western segment of Illinois Route 390 is scheduled for construction completion in the fall of 2015 and the Rohlwing Road Bridge in October 2015.

Live images of the Wood Dale Road Interchange will be available on the Tollway’s EOWA Project website soon. An LAC member asked if the elevation of Wood Dale Road would need to be raised. Manar Nashif said that Wood Dale Road will be raised slightly with the upcoming construction of the new Illinois Route 390 underpass at Wood Dale Road. Construction of the underpass will start this fall.

Regarding Wood Dale Road, Mayor Pulice asked that if the construction required shutting down to 2-lanes, if there would be time for advance signage. Manar Nashif said that there would be time for advance signage. Construction of sanitary sewer work on Thorndale Avenue will start soon, requiring lane closures for approximately one month.

Ron Lunt asked about the duration of the temporary Ketter Drive and Park Boulevard closures. Manar indicated he will provide details regarding the temporary closures after the meeting.

Construction Timeline

Highlights of the EOWA construction timeline including upcoming major construction completion milestones were reviewed.

- Construction of the first segment of the EOWA – Illinois Route 390 from U.S. Route 20 through Rohlwing Road – will be substantially completed on-schedule by the end of 2015.
- Construction of the second segment – the extension of Illinois Route 390 from Rohlwing Road Illinois Route 83 – is ongoing and scheduled for completion by the end of 2017.
- Construction of the I-90 at Elmhurst Road interchange is ongoing and scheduled for completion in 2016.

Utility Coordination in EOWA Project Corridor

Lidia Pilecky provided highlights of the EOWA’s extensive utility coordination program. The project has taken a different approach to encourage collaboration and co-location of an extensive system of public and private utility infrastructure. The project requires coordinating with more than 20 utility and pipeline companies. Over than 800 individual utility interface locations have been addressed to date as part of the EOWA, with an additional 1,000 locations anticipated on the upcoming portions of the EOWA. Scott Marquardt stated that the EOWA team is working effectively with municipalities and private utilities to maintain current and planned utility service services and crossings within the EOWA corridor. The Tollway’s proactive approach for co-location of utilities provides improved access for public works

departments. John Loper suggested that this may be a model for the future major transportation projects.

Intergovernmental Agreements

Lidia provided an overview of the EOWA's Intergovernmental Agreement (IGA) development process and activities to date. IGA's document agency involvement and obligations related to projects including future jurisdictional responsibilities. Approximately 30 IGAs have been executed to date with more than 36 involved agencies. It is estimated that about 100 IGAs will be required at project completion. Rocco Zuccherro thanked all involved agencies for their cooperation to date and for their support moving forward.

Tolling Segments

Rocco Zuccherro presented updates to the Illinois Route 390 tolling plan for toll collection. Toll collection of the first portion of the Illinois Route 390 from Lake Street at Rohlfing Road is scheduled to begin on July 1, 2016. The Illinois Tollway has adopted new tolling business rules which dictate how the Tollway will collect tolls and process violations on Illinois Route 390. Final approval of the new rules by the Illinois General Assembly's Joint Committee on Administrative Rules before implementation. He pointed out that tolling along Illinois Route 390 poses unique challenges due to its closely spaced entrance and exit ramps (31 along the 10-mile stretch). Rocco noted that the business rules would be continually evaluated and that Illinois Route 390, as the first roadway with an all-electronic mainline gantry system, is a pilot corridor for the Tollway. The tolling business rules were developed with the goal of treating drivers as customers, not violators. I-PASS customers will receive 50 percent discount for cars and 33 percent for commercial vehicles (trucks). The Tollway will continue to provide a seven-day grace period for unpaid tolls to be paid online. The Tollway plans to extend the grace period for Illinois Route 390 to 30 days for the first month of tolling. All grace period tolls are paid at the cash rate, which is double the I-PASS toll rate. In addition, the Tollway plans to begin offering a new license plate violation search function on the Tollway's website when the Tollway implements its new toll collection system this summer. The business rules for Illinois Route 390 also will provide for lower fines for violations – half price when compared with the rest of the Tollway system, with \$10 for the first violation and \$25 per escalated violation. In addition, toll violation notices will be issued separately for Illinois Route 390.

Paul DeMichele asked if the same I-PASS device can be used in two cars. Rocco Zuccherro said that yes, both cars' license plates should be registered on the same account.

Mayor Pulice asked if drivers need to have an I-PASS transponder in the vehicle. Rocco said that if the vehicle's license plate is registered with the Tollway it will be identified by the Tollway's violation system which then checks for license plates registered in the I-PASS database and charges a v-toll accordingly without assessing a toll violation. It is recommended that all vehicles be equipped with an I-PASS to ensure no complications for customers.

In response to a question from an LAC member, Rocco noted that the Tollway is developing new business rules to ensure that driving the Illinois Route 390 corridor is equitable to driving the rest of the Illinois Tollway system. For instance; while a driver without I-PASS could accumulate enough unpaid tolls to generate a toll violation notice in one trip on Illinois Route 390, the Tollway has proposed that the cost of each violation will be lower than on the rest of the Tollway's system because the tolling gantries on Illinois Route 390 are spaced more closely together than on other Tollway roadways. Rocco pointed out that the Tollway's intention is to encourage users of the Illinois Route 390 corridor to purchase an I-PASS, which would ensure toll payments are made and reduce the likelihood of toll violations occurring. An overall tolling outreach plan is being developed by the Tollway to educate all users of the Illinois Route 390 corridor regarding tolling.

Rocco noted that the IL 390 corridor is a good candidate for an all-electronic toll system pilot study given the existing high I-PASS penetration rate that was identified in surveys conducted in 2014 which was in excess of 90 percent. Additionally, the Illinois Route 390 corridor provides an opportunity to adopt a new violation system and the Tollway is recommending a lower violation rate for this corridor which will also differentiate violation notices for users of Illinois Route 390 and the rest of the Tollway system. The potential for high volume of rental car traffic will also be contemplated in establishing business rules and tolling outreach. Rocco stressed that the Tollway is also evaluating new signage for toll customers to better communicate toll payment options.

Rocco discussed the Illinois Route 390 tolling plan and potential outreach activities and noted that extensive community outreach will be conducted in advance of the start of tolling. The plan will include outreach based on zip codes of non-I-PASS users.

Rocco briefly described the commercial vehicle (truck) I-PASS rates. A new feature of the commercial rates on Illinois Route 390 will be discounts for I-PASS and for overnight hours between 10 p.m. and 6

a.m. Mayor Craig asked if the discount was intended to reduce truck traffic during rush hours. Rocco responded that the overnight discount is intended to both reduce rush hour congestion and to optimize toll revenues.

Mayor Pulice asked if the overnight rates are specific to Illinois Route 390 or for the whole system. Rocco said that the overnight rates apply across the entire system, however the I-PASS rate differential for trucks is currently only for Illinois Route 390. Trucks paying with cash throughout the remainder of the Tollway system pay the same rate as trucks with I-PASS, Illinois Route 390 will be the only road on the Tollway system to offer a discount for trucks paying with I-PASS.

Paul DeMichele asked how truck drivers getting paid 55 cents/mile could be expected to pay the toll rates. John Yonan and Rocco noted that truck traffic causes significant wear and damage to roadways, justifying higher user fees as compared to passenger cars. A member of the LAC pointed out that the owner of a trucking company is likely passing costs of tolls to its customers, and that truck drivers are directly paying for tolling costs.

Mayor Craig acknowledged that the Tollway put a lot of thought into the Illinois Route 390 tolling plan and that he is impressed by the pilot studies and opportunities they present.

Mayor Pulice asked if the business rules could be shared with local businesses and shared concern that businesses may be inclined to divert traffic to local roads. Rocco emphasized the Tollway's commitment to a proactive tolling communications effort prior to the start of tolling, and encouraged LAC members to share information from today's meeting with area businesses and residents and to refer questions to the Tollway. Rocco and Lidia shared findings of the traffic studies performed during the prior EOWA planning studies and the Tollway's experience on other corridors, which suggest that the truck traffic will not divert to local roads.

John Loper asked if the I-PASS system would be compatible with other tolling systems in other states. Rocco and Kevin Donohue responded that the Tollway is already part of a tolling system consortium and is cooperating with other agencies to expand interoperability of tolling systems. I-PASS and E-ZPass can be used interchangeably and are accepted in 15 states by 26 toll agencies east of the Mississippi River.

Business and Community Outreach

There have been 11 local coordination meetings since the last LAC meeting in addition to a Franklin Park open house. Upcoming meetings include a construction coordination meeting for Bensenville business owners in early 2016 and an EOWA Project Open House in spring 2016

Evan Teich suggested that the Tollway provide articles regarding tolling plans which can be included in Village newsletters.

Cook and DuPage County Update

John Yonan and John Loper provided an update on recent federal funding pursuits for the EOWA and acknowledged the collaborative efforts for area officials and local agencies in this regard. The recent award of federal funds via the Congestion Mitigation and Air Quality (CMAQ) grant program for the I-294 at North Avenue project is the result of area leaderships' commitment to the EOWA project.

Next Steps/Next Meeting

Next meeting is scheduled for November 9, 2015. Ron Lunt offered One Pierce Place in Itasca as the meeting location.

Topics for the meeting include a preview of Tollway operational and maintenance plans, with Scott Kapton from the Tollway explaining changes once the Tollway assumes jurisdiction of Illinois Route 390 on July 1, 2016. Evan Teich of Itasca asked if excess land would be an appropriate topic. Rocco Zuccherero said that the Tollway is addressing comments on the excess land policy, and after the policy is complete, would include it as a LAC presentation topic. Mayor Craig asked if there had been coordination with the emergency services. Yes, the emergency services coordination will be a topic at the next meeting.

The meeting adjourned at approximately 7:45 p.m. with no public comment or executive session. Minutes taken by: Carla Mykytiuk, CH2M for the LAC.

Action Items: The next meeting will take place on November 9, 2015. [Note: the November 9, 2015 meeting was rescheduled until March 14, 2016]