

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
MINUTES OF THE
STRATEGIC PLANNING COMMITTEE MEETING
October 17, 2012**

The Illinois State Toll Highway Authority held a Strategic Planning Committee Meeting on Wednesday October 17, 2012 at approximately 10:30 a.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

Others in attendance:

Chair Paula Wolff

Committee Chair Weisner called the meeting to order and requested a motion to approve the minutes from the Strategic Planning Committee meeting held on Thursday August 15, 2012. Director Sweeney made a motion for approval; seconded by Director Towns. The motion was approved unanimously.

Executive Director Kristi Lafleur then introduced TJ Ross, Executive Director of Pace, to review their plans for transit service along I-90 as shown in the [attached presentation](#). Mr. Ross introduced his colleagues,

Charlotte O'Donnell, Senior Planner, Service Planning Section, and Brandy Kellom, Bus Rapid Transit Project Manager, each of whom presented portions of the project.

Chair Wolff noted that the stated operating cost incurred by Pace for bus service on I-90 is approximately \$2 million. She asked about the costs associated with the Pace van pool program on I-90. Ms. O'Donnell responded that the operating cost for the van pool is paid for by fares and, therefore, no out-of-pocket cost is incurred by Pace.

Mr. Ross invited the Directors to contact him with comments or concerns about the Pace transit project.

Executive Director Kristi Lafleur indicated that Pace and the Tollway have the shared goal of providing Pace bus service on the widened shoulder planned on the Tollway's I-90 expansion project.

Committee Chair Weisner asked about the current Pace ridership on I-90. Mr. Ross responded that the ridership increased 64 percent from 364 average daily riders in November 2011 to over 570 average daily riders currently.

Chair Wolff asked about the capital cost, annual operating cost estimates and revenue projections for the bus service on the I-90 expansion. Ms. Kellom responded that total capital costs are estimated to be approximately \$20 million and would be incurred from 2012-2016. She added that the annual operating costs are estimated to be approximately \$10 million. Mr. Ross added that the annual revenue projection for this project is approximately \$2.5 million.

Regarding the Congestion Mitigation Air Quality (CMAQ) funding, Mr. Ross indicated that this federal program provides funding to projects that reduce car traffic or vehicle miles to travel. Ms. Kellom added that there

were many applicants for the CMAQ funding through Chicago Metropolitan Agency for Planning (CMAP) and this project was rated number one.

Chair Wolff asked how the CMAQ Funding would be used for this project. Ms. Kellom responded that the CMAQ funding is earmarked for both capital and annual operating costs and the funding is expected for the first 3-4 years of the project.

Committee Chair Weisner asked whether there are special design considerations for the Tollway expansion of the I-90 project. Rocco Zuccherro, Deputy Chief of Engineering, responded that Pace representatives have participated in the Tollway's monthly planning sessions for the I-90 expansion project. The primary design consideration is widening the footprint of the inside road shoulder by 4.5 feet to accommodate transit service.

Director Sweeney asked whether the shoulder widening can be accommodated continuously throughout the length of the I-90 expansion. Paul Kovacs, Chief Engineer, responded affirmatively.

Chair Wolff expressed appreciation to Pace and the Pace board chair, Richard A. Kwansneski, for their commitment and coordination between the Tollway and Pace to make this project feasible.

Corridor Council Updates

Mr. Zuccherro then reviewed the committee work plan and provided updates on the Tollway's activities with various corridor councils as shown on slides 2-6 of the attached [presentation](#).

Regarding the I-90 Corridor project, Mr. Zuccherro indicated that there will be a meeting on November 2 in Hoffman Estates to discuss the status of the project with various community stakeholders located along

the eastern section of the I-90 Corridor. He also indicated that an Intergovernmental Agreement is in the works for an interchange near Boone/Belvidere and it will likely be presented at the November Board Meeting. He also indicated that the monthly Joint Action Water Agency to discuss coordination of the construction design on the right of way land.

Regarding the Elgin O'Hare Western Access project, Mr. Zucchero indicated that the guidelines for the Local Advisory Council (LAC) were approved earlier at the Finance Administration Operations Committee meeting and the first LAC meeting will be held on October 29 at the Tollway. He indicated that the required Federal Environmental Impact Statement will be submitted to the Federal Highway Administration by the end of October. The Record of Decision is expected to be approved by the end of the year. The Tollway hosted a quarterly mayors meeting on September 17 to provide updates on the status of the EOWA project and get their feedback on the funding gap. The next quarterly meeting of the mayors will be scheduled for December 2012.

Regarding the I-294/I-57 Interchange project, he indicated that there will be a quarterly mayors' briefing on November 13 to discuss the project status. He indicated that the Tollway and the Illinois Department of Transportation (IDOT) hosted an open house on September 13 and forty people were in attendance. He also indicated that CMAP has approved a grant for a local technical assistance program to prepare communities for economic development anticipated with the new interchange. The program launched on October 10.

Interchange and Roadway Cost Sharing Policy

Mr. Zucchero indicated that the Interchange and Roadway Cost Sharing Policy was posted on the Tollway website on September 4, 2012 for public review. He then reviewed and discussed the twenty public

comments that were submitted via the website as shown on slides 8-16 in the attached [presentation](#).

Chair Wolff suggested that staff contact those who submitted public comments to inform them how their concerns were addressed in the final version of the policy.

Committee Chair Weisner called for a motion to approve the Interchange and Roadway Cost Share Policy. Director Sweeney called for the motion to approve; seconded by Director Towns. The motion was approved unanimously.

Blue Board/Attraction Sign Program

Ms. Lafleur introduced John Benda, General Manager of Maintenance, and Diana Stewart, Senior Manager of Marketing & Communications, to give an overview of the Traffic Generator and Special Service Sign Policy as shown in the attached [presentation](#).

Committee Chair Weisner asked whether staff provided guidance on allowable attractions for the blue board signs in the policy. Mr. Benda responded that examples of allowable attractions are listed in the policy including amusement parks, antique shopping areas, fair sites, wildlife areas and shopping malls.

Director Sweeney asked whether staff anticipates negative impacts on the Tollway Oasis revenue due to blue board signs featuring competing businesses along the Tollway. Mr. Benda responded that blue board advertisements will be limited to hotels and attractions that do not compete with the Tollway Oases. Therefore, other gas stations and restaurants will not be posted on the blue board signs.

Mr. Benda indicated that the blue board sign placements would not be

installed until the end of 2013 and that each sign will only be placed after contracts with the advertiser have been confirmed.

Chair Wolff asked whether staff contemplates measuring the effectiveness of the signs. Mr. Benda responded that staff could survey participants to measure the program's effectiveness. He noted that participants in the pilot program provided very positive feedback about the impact of the signs on their businesses.

There being no further 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 11:55 a.m.

Minutes taken by: _____

Marlene Vick
Illinois State Toll Highway Authority