



**Record of Meeting | March 12, 2015**

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The Illinois State Toll Highway Authority (the “Tollway”) held the Customer Service & Planning Committee Meeting on Thursday, March 12, 2015, at the Tollway’s Central Administration Building in Downers Grove, Illinois. The Meeting was held pursuant to By-Laws of the Tollway upon call and notice of the Meeting executed by Chair Paula Wolff 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 / Roll Call**

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Committee Co-Chair Jeff Redick called the Meeting to order at approximately 10:00 a.m. and stated that this is the regularly scheduled meeting of the Customer Service & Planning Committee of the Tollway Board of Directors. He then asked the Board Secretary to call the roll. Those Directors present and absent were as follows:

<b>Committee Members Present:</b>
Committee Co-Chair Jeff Redick
Director James Sweeney
Director Earl Dotson Jr.

<b>Committee Members Not Present:</b>
Committee Co-Chair Tom Weisner
Director James Banks

<b>Also Attending:</b>
Chair Paula Wolff

The Board Secretary declared a quorum present.

**Public Comment**

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Committee Co-Chair Redick opened the floor for public comment. No public comment was offered.



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## Committee Chairs' Items

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Committee Co-Chair Redick called for a motion to approve the Minutes of the Customer Service & Planning Committee Meeting held on January 22, 2015. Director Dotson made a motion for approval; seconded by Director Sweeney. The motion was approved unanimously.

Without objection, Committee Co-Chair Redick requested that the Meeting agenda order be amended to address first the planned presentation on Tollway Speed Limits. He then called on Kristi Lafleur, Executive Director.

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## Executive Director

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Executive Director Lafleur acknowledged Paul Kovacs, Chief Engineer, who was recently named Person of the Year by the Illinois Asphalt Pavement Association. She highlighted that Mr. Kovacs was recognized for his leadership in the advancement of the asphalt industry and in particular, the Tollway's efforts to demonstrate the benefits of warm-mix asphalt. Mr. Kovacs responded that he was honored to have accepted the award on behalf of the Tollway and the Engineering department.

**Tollway Speed Limits:** Executive Director Lafleur stated that in response to recent speed limit legislation, the agency has conducted a review and analysis of the Tollway system for potential speed limit increases which are safe and responsible. Ms. Lafleur then introduced John Benda, General Manager of Maintenance and Traffic Engineering, and Jeff Hochmuth, of CDM Smith, to present the results and recommendations of this review of Tollway Speed Limits. [See attached presentation.](#)

Chair Wolff asked for elaboration on the "10 mph Pace" component of the analysis performed to determine the prevailing speed. Mr. Hochmuth responded that the 10 mph pace is the upper limit of the 10 mph range containing the largest number of vehicles. He continued that the Illinois Department of Transportation ("IDOT") methodology uses the computed average of the 10 mph pace, the 85<sup>th</sup> percentile operating speed and the average test run speed in the determination of the prevailing speed.

Committee Co-Chair Redick inquired whether there are states which rely solely on the 85<sup>th</sup> percentile operating speed (being the speed which no more than 15% of traffic is exceeding at free flow) for determination of the prevailing speed. Mr. Hochmuth responded affirmatively, clarifying that he is unaware, however, of any state which does not further incorporate engineering analysis or adjustment factors to the prevailing speed when establishing speed limits.



Chair Wolff inquired whether design speeds are recalibrated after a roadway is reconstructed. Mr. Benda responded that modifications of particular elements have been made during rebuilding to more safely accommodate original design speeds; however, rebuilding the geometric features of a roadway necessary to meet the requirements of a higher than original design speed would be cost prohibitive.

Chair Wolff asked whether the agency is required by law to submit recommendations for speed limit changes to IDOT for concurrence and the Joint Committee on Administrative Rules ("JCAR") for approval. David Goldberg, General Counsel, responded affirmatively, explaining that pursuant to requirements of the *Illinois Administrative Procedure Act*, all Tollway rulemaking authority is conditioned on the rules being adopted in accordance with all provisions of the *Act* and all rules and procedures of JCAR.

Committee Co-Chair Redick asked whether the review conducted of speed limits included sections on the Tollway system where limits were previously established at 70 mph. Mr. Benda responded in the negative, explaining that because these sections were previously studied and established at the maximum allowable limit, further review for speed limit increases would have been unnecessary. Mr. Benda added that the agency's practice, established by the Tollway's Traffic Operations Safety Committee ("TOSC"), is to conduct a post-analysis review after a year's time to evaluate the performance of speed limit adjustments. He then reported that post-analysis was performed recently of speed increases from 55 mph to 65 mph implemented on the southern extension of the Veterans Memorial Tollway (I-355), finding that average speeds only increased by 2.9 mph and that crash rates remained in line with national interstate and statewide averages.

Chair Wolff asked what the actual average speeds were before and after the increase from 55 mph to 65 mph on the southern extension of the Veterans Memorial Tollway (I-355). Mr. Benda responded that the average speed prior to the speed limit adjustment was in excess of 65 and has since increased by 2.9 mph, noting that the resulting average speed for this segment is now more in accordance with the posted legal limit.

Committee Co-Chair Redick asked whether a review is planned for the speed limit increases to 70 mph implemented in 2014 on western segments of the Jane Addams Memorial Tollway (I-90) and Reagan Memorial Tollway (I-88). Mr. Benda responded that post-analysis study has not yet been conducted on these segments but that monthly reviews by the TOSC indicate that these adjustments are performing well.



The Committee and staff then discussed the significance of design speed, its import to the geometric features chosen for a roadway, and the substantial undertaking and investment needed to modify a roadway such that it would meet requirements of a higher than original design speed.

At the conclusion of the discussion, Executive Director Lafleur informed the Committee that Illinois State Senator Jim Oberweis, 25th District, has emphasized to the agency that it is his interpretation that recently enacted legislation mandates that speed limits of 70 mph be established systemwide on the Tollway. She then referred Committee members to the presentation appendix, slides 16 and 17, which provide an overview of the specific recommendations reached by the Tollway's Traffic Engineer for safe increases to speed limits on the Tollway system.

Committee Co-Chair Redick asked the General Counsel's understanding of Tollway requirements under the new speed limit legislation. Mr. Goldberg responded that the most recent legislation enacted clarifies that the 70 mph maximum speed limit can apply (for cars) to the entire Tollway system. He continued that other aspects of the law specify that whenever it is determined, upon the basis of an engineering and traffic investigation that some other speeds are more reasonable and safe, then the Board is to utilize an administrative process, including the need for IDOT concurrence and JCAR rule-making.

Chair Wolff asked what factors would account for reaching a maximum speed limit recommendation which is less than the roadway's design speed. Mr. Kovacs responded that adjustment factors, such as traffic volume, crash rates, congestion, number of access points, and other predominantly objective criteria are factored into the IDOT methodology, which is prescriptive in how each input impacts the resulting recommendation. Mr. Benda added that the IDOT methodology also incorporates engineering analysis, which allows for a more subjective review of results for reasonableness, for example, by recognizing the inadvisability of a 70 mph limit recommendation for a short 7 to 12 mile section between connecting sections at 55 mph and 65 mph.

Chair Wolff asked Mr. Benda to explain the engineering concern with establishing a higher limit on a short segment between two lower-limit sections. Mr. Benda responded that communicating multiple different conditions to the motorist over a short period of time would be undesirable, introducing a safety concern. Mr. Benda noted that operational concerns are also factored into the engineering analysis employed in determining speed limits, for example, those related to the significant traffic volumes entering and exiting the Tollway system in proximity to Six Flags Great America.



Chair Wolff observed that the judgements incorporated in the methodology used to determine Tollway speed limit recommendations are being exercised through the perspective of customer safety and thus returning value to the Tollway. Mr. Kovacs concurred, emphasizing that he and other professional engineers responsible for the review of Tollway speed limits hold paramount the safety, health, and welfare of the public. He added that opinions provided by both the Tollway's Engineering Consultant and Traffic Engineer, along with data from ongoing monitoring of speed limits by the TOSC, combine to support that it would not be appropriate at this time to establish legal speed limits above the recommendations reached.

Committee Co-Chair Redick commented that the process employed by the Tollway for reaching recommendations appears consistent with the recent legislation, which prescribes a maximum speed limit where it is reasonable or safe with respect to the conditions found to exist.

Chair Wolff inquired whether the traffic volumes in proximity to Six Flags Great America were anticipated when the design speed of the roadway was established. Mr. Benda responded that the operational concerns are not related to the roadway's geometric features or design speed but to excess traffic volumes resulting from the additional development of a regional amusement park, water park, and discount mall along with significant residential development. Mr. Benda noted that measures have been implemented to mitigate the operational concerns related to traffic volumes at this location.

Chair Wolff asked for the argument in support of adopting a methodology which incorporates adjustment factors and engineering analysis rather than establishing speed limits solely based on the 85<sup>th</sup> percentile operating speed. Mr. Benda responded that the 85<sup>th</sup> percentile speed is measured based on ideal operating conditions and is often not fully reflective of potential or existing conditions present, including traffic congestion, access points, ramp queues and other conditions, which should be factored through adjustments to the prevailing speed. Jonathon Hart, of CDM Smith, asserted that experienced engineers would advise against relying solely on the 85<sup>th</sup> percentile operating speed.

**Tollway Sustainability Policy:** Executive Director Lafleur reminded the Committee of the productive discussion held at the previous Committee meeting regarding the development of a sustainability policy for the Tollway. She highlighted that a focus of the policy is to implement within core operations and facilities the same level of commitment to sustainability that has been achieved in Tollway capital program construction. She stated that, following the January meeting, the draft Sustainability Policy was made available for public comment and that the public comments received, along with comments contributed by Directors, were used to modify the draft policy to provide some additional clarity. Ms. Lafleur then introduced Bryan Wagner,



Environmental Policy and Program Manager, to discuss the modifications and to present for Committee consideration a proposed final version of the Illinois Tollway Sustainability Policy. [See attached Tollway Sustainability Policy.](#)

During the presentation, Mr. Wagner informed the Committee that public comment on the draft Sustainability Policy was sought for a 21-day period, resulting in comments being received from the Morton Arboretum, Forest Preserve District of DuPage County, North Central College, United States Environmental Protection Agency, Friends of the Cook County Forest Preserve and a private consultant.

Committee Co-Chair Redick commented that the proposed final version of the Sustainability Policy appears consistent with the draft policy advanced by the Committee and expressed his appreciation to the entities which took the time to submit feedback. He proposed that the Sustainability Policy is a positive step for the Tollway, acknowledging the leadership provided on this issue by Committee Co-Chair Weisner. Director Dotson expressed his concurrence with the sentiments expressed by Committee Co-Chair Redick.

**Draft Excess Right-of-Way and Annexation Policies:** Executive Director Lafleur stated that discussion of land policies was initially introduced at the November 2014 Committee meeting, where staff was asked to prepare draft policies for excess real property and for approving annexation. With the expressed interest of promoting additional Committee discussion and guidance, Ms. Lafleur then introduced Rocco Zuccherro, Deputy Chief of Engineering for Planning, to provide an overview of existing Tollway practice and to present both a draft Excess Right-of-Way Policy and draft Annexation Policy. [See attached presentation.](#)

Chair Wolff asked whether the requirement that a requesting party specify intent and future use is being proposed in contemplation of including long-term covenants on the conveyance of property. Mr. Zuccherro responded that this would be an option, explaining the requirement would provide the Tollway with flexibility to guard against negative impacts to the Tollway through inclusion of appropriate covenants, as well as information needed to define the public benefit.

Committee Co-Chair Redick commended the structure of the draft policy, which he commented provides an overview of the review process and considerations but is not overly specific in defining criteria thresholds that might impede a future Board's ability to exercise judgement.

Chair Wolff inquired about the process for declaration of Tollway property as excess. Mr. Zuccherro responded that, currently, a review process which considers location and Tollway need is initiated in reaction to requests for excess right-of-way. Joanne Fehn, Land Acquisition





Manager, added that the Tollway's Trust Indenture defines the criteria for real property that can be declared excess as that which 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.

**Chair Wolff suggested that it would be constructive in any land policy promulgated to include a preamble that defines the criteria used in the Tollway's determination of whether property shall be considered excess.**

Director Dotson asked whether requests for excess right-of-way are currently handled on a case by case basis. Mr. Zucchero responded affirmatively, noting that the agency has not received many requests over the last four years.

Director Dotson inquired about the ratio of requests for property which after review are determined to still have Tollway need versus those which are declared excess. Ms. Fehn responded that the ratio for the current year is approximately 50/50. Mr. Zucchero added that as a result of the significant land requirements of the *Move Illinois* Capital program, the agency has been more conservative in the review process but as these projects are completed, an increase in opportunities for disposal of excess real property is anticipated.

The Committee and staff then discussed the staff time and costs involved in processing annexation requests and the potential recuperation of these costs through fees or in-kind consideration. Directors suggested that flexibility should remain in any fee structure implemented but that some form of remuneration should be sought from requesting parties.

Chair Wolff inquired whether the Tollway's evaluation of future use would consider potential long term costs, such as a high traffic development which might result in increases to traffic congestion, accidents, police and maintenance costs. Executive Director Lafleur suggested that a high traffic development would also likely have benefit to the Tollway, including increased toll revenues, and that quantifying such a cost-benefit analysis may present challenges. Mr. Zucchero added that some long term costs associated with high traffic areas, including ramp queue detection and other traffic control devices, are often borne by local municipalities through negotiated agreement.

Chair Wolff, referencing presentation appendix slide 14, asked whether potential parameters for disposal consideration include gauging community support. **Executive Director Lafleur proposed that, as has occurred in the past, the Policy should additionally assess and consider community support**, for example, determining the support of the community which borders a Tollway parcel identified for annexation by another community.



Upon conclusion of discussion, Mr. Zucchero conveyed the agency's plan to post online both the draft Excess Right-of-Way Policy and draft Annexation Policy, pending Committee endorsement, and to perform outreach seeking public comment for a period of 60 days, after which time the Policies would be reviewed for modification and presented to the Committee for consideration of formal adoption. The Committee expressed consensus in support of advancing the proposed Excess Right-of-Way and Annexation Policies for public comment.

### Items for Consideration

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After clarifying for Directors that the vote is to approve formal adoption of the Policy and not to place the Policy on the full Board consent agenda, Committee Co-Chair Redick called for a motion to approve **Engineering/Planning Item 1**, the Tollway's Sustainability Policy. Director Dotson made a motion for approval; seconded by Director Sweeney. Committee Co-Chair Redick called for a roll call, the vote of yeas and nays being as follows:

Yeas: Director Sweeney, Director Dotson, Committee Co-Chair Redick, Chair Wolff (4)

Nays: None (0)

The motion to approve PASSED.

Committee Co-Chair Redick then called for a motion to approve placing on the full Board consent agenda **Legal Item 1**, an Amendment to the Administrative Rules.

Mr. Benda requested that a modification be made on the Item Summary Background to correctly identify the second section recommended for increase as I-294 between M.P. 42.1 (Touhy Avenue) and I-94 M.P. 24.2 (Deerfield Road), replacing the current incorrectly listed section of I-294 between M.P. 40.7 (I-90) and I-94 M.P. 24.2 (Deerfield Road).

Director Dotson made a motion for approval with the corrected Item Summary; seconded by Director Sweeney. Committee Co-Chair Redick called for a roll call, the vote of yeas and nays being as follows:

Yeas: Director Sweeney, Director Dotson, Committee Co-Chair Redick, Chair Wolff (4)

Nays: None (0)

The motion to approve placing the item on the full Board consent agenda PASSED.





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## Adjournment

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There being no further business, Committee Co-Chair Redick requested a motion to adjourn. Motion to adjourn was made by Director Sweeney; seconded by Director Dotson. The motion was approved unanimously.

The meeting was adjourned at approximately 11:38 a.m.

A handwritten signature in cursive script that reads "Christi Regnery".

Minutes taken by: \_\_\_\_\_

Christi Regnery  
Board Secretary  
Illinois State Toll Highway Authority



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# Tollway Speed Limits

March 12, 2015

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# Today's Agenda

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- ▶ **Background**
- ▶ **Recent developments allow Tollway to increase speed limits**
  - ▶ Tollway performs studies using new IDOT policy
  - ▶ State of Illinois passes new legislation
- ▶ **Recommended speed limit increases**
- ▶ **Next steps**

# Traffic Operations Safety Committee

- ▶ **Cross discipline committee represents all departments and operations at the Tollway**
- ▶ **Meets monthly to discuss wide range of system performance to ensure safe and efficient travel for customers**



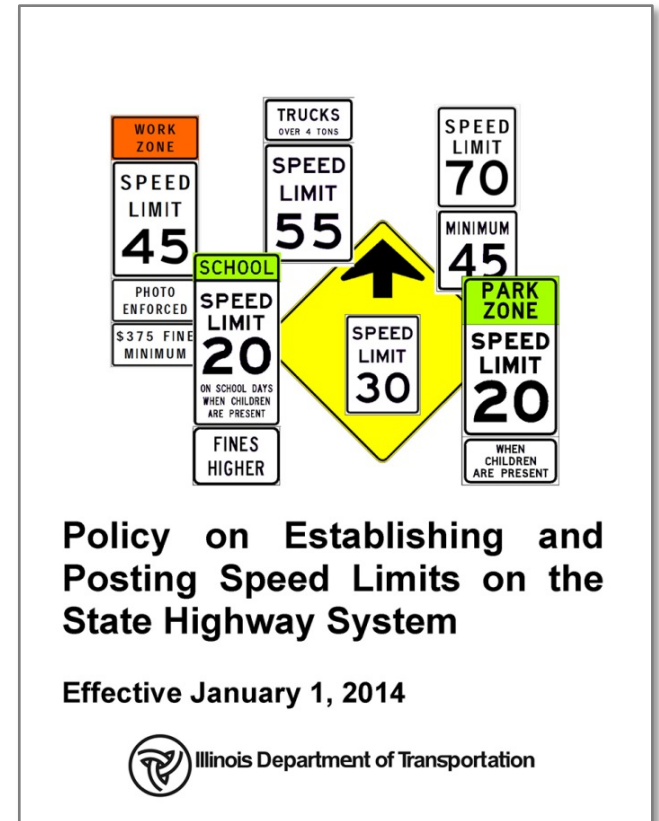
# Speed Limit Background

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- ▶ **Tollway Traffic Operations Safety Committee (T.O.S.C.) recommended review of speed limits in 2010**
  - ▶ Successful completion of open road tolling
  - ▶ Major segments of Congestion-Relief Program completed
  - ▶ Speed limit studies began in 2011
- ▶ **Illinois law raised maximum speed limit effective January 1, 2014**
  - ▶ Increased speed limits to 70 mph outside of Urban Districts for cars and outside of collar counties for buses and trucks.
- ▶ **Tollway raised speed limit for cars to 70 mph beginning January 2014**
  - ▶ I-90 west of I-39 Interchange (Cherry Valley)
  - ▶ I-88 west of Illinois Route 47
- ▶ **Tollway raised speed limit for trucks and buses to 70 mph beginning January 2014**
  - ▶ I-90 west of I-39 Interchange (Cherry Valley)
  - ▶ I-88 west of Kane County

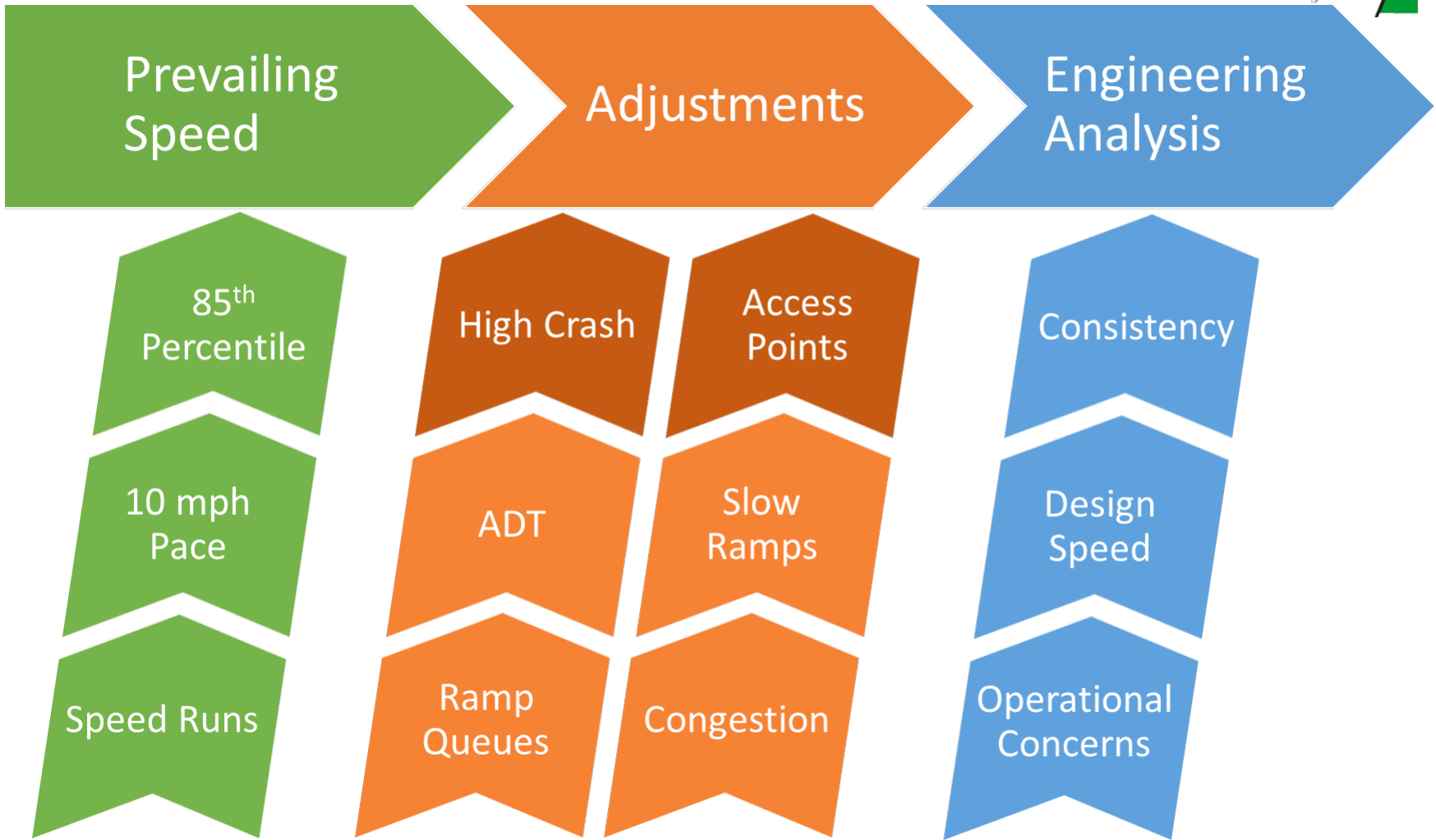
# Recent Developments

- ▶ IDOT adopts new “Policy on Establishing and Posting Speed Limits on the State Highway System” in January 2014
- ▶ T.O.S.C. directs review of all Tollway segments using the latest IDOT methodology
- ▶ Tollway’s Traffic Engineer completes speed limit studies across Tollway system (except I-90 due to construction and previous rural increases)

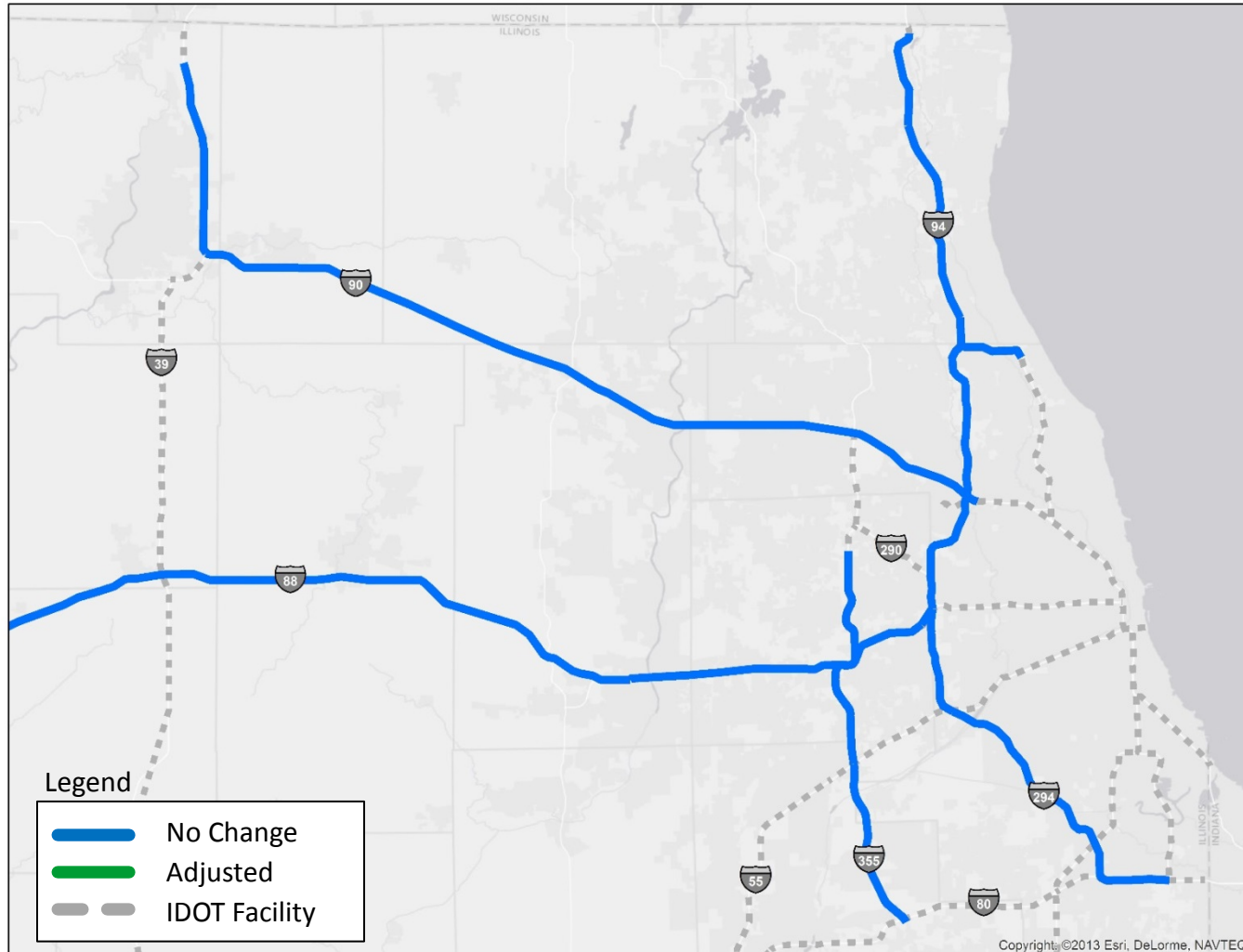




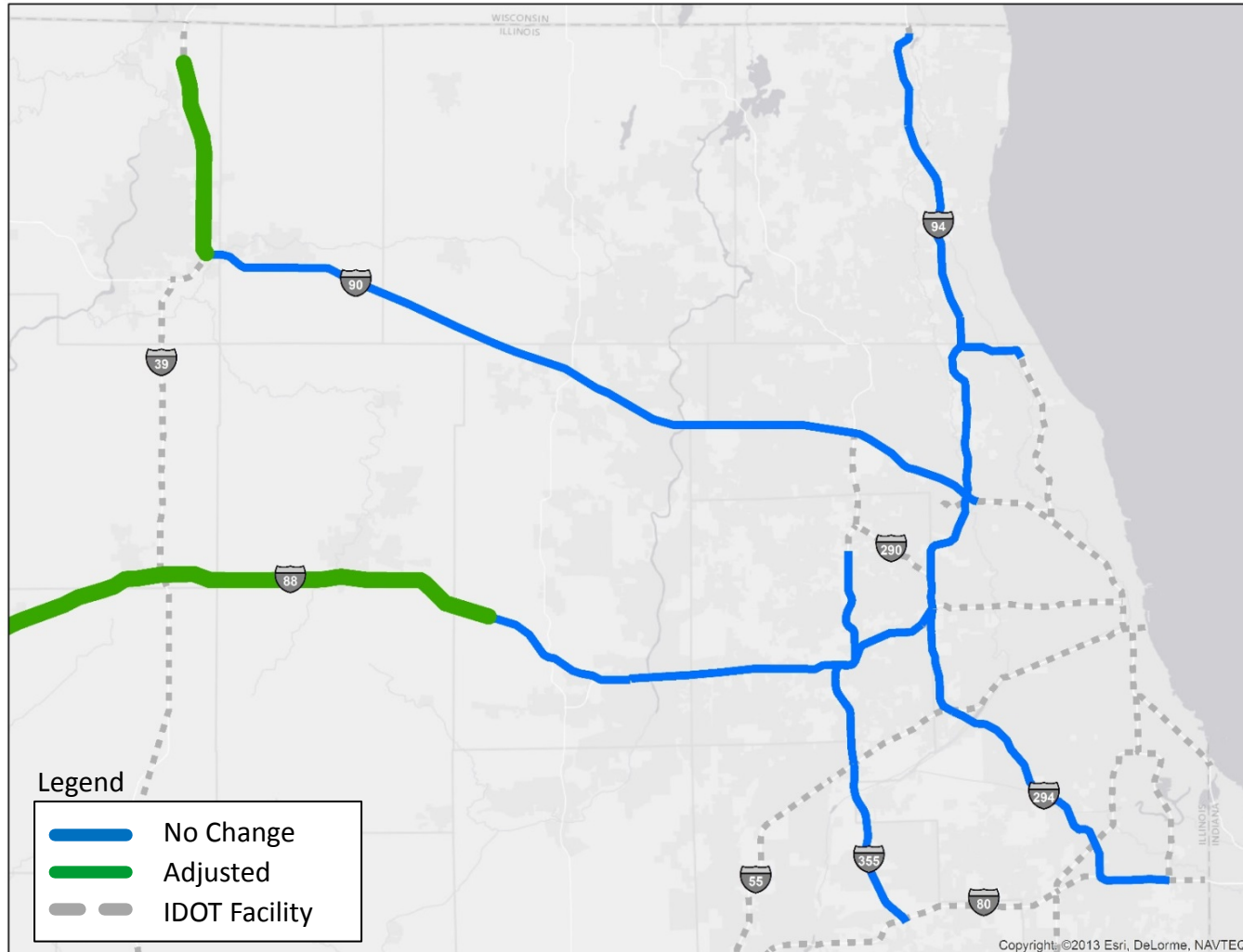
# IDOT Methodology



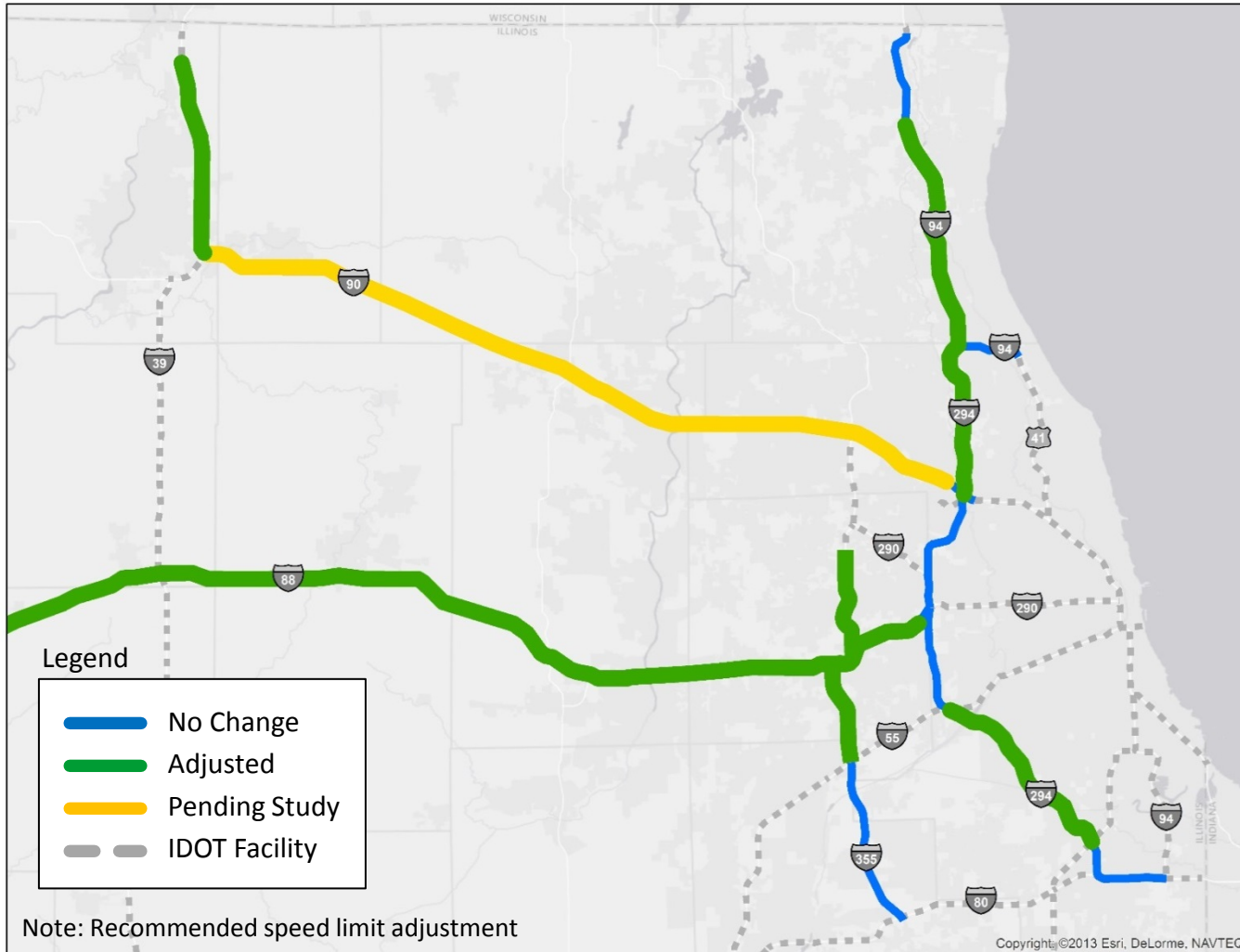
# Tollway System – Prior to 2014



# Increased Speed Limit Locations – 2014



# Overall Speed Limit Changes



# Next Steps

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- ▶ **Board of Directors approve recommended speed limit increases**
- ▶ **Tollway sends recommendations to IDOT for concurrence and submits paperwork to the Joint Commission on Administrative Rules (JCAR)**
- ▶ **Tollway submits the rule change to the Secretary of State for publication**
- ▶ **Upon approval, the Tollway's Sign Shop installs new speed limit signs (anticipated summer 2015)**



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**THANK YOU**

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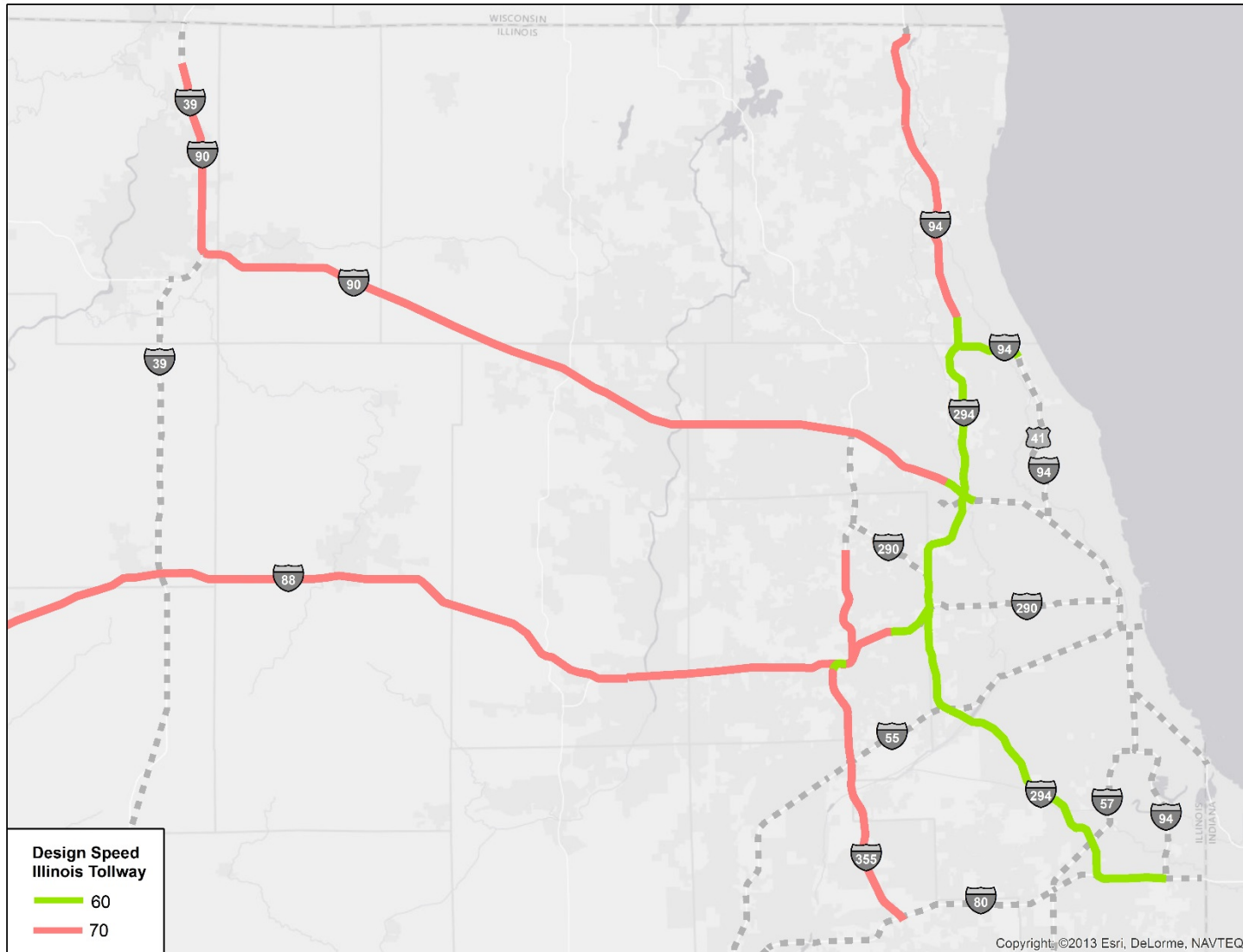


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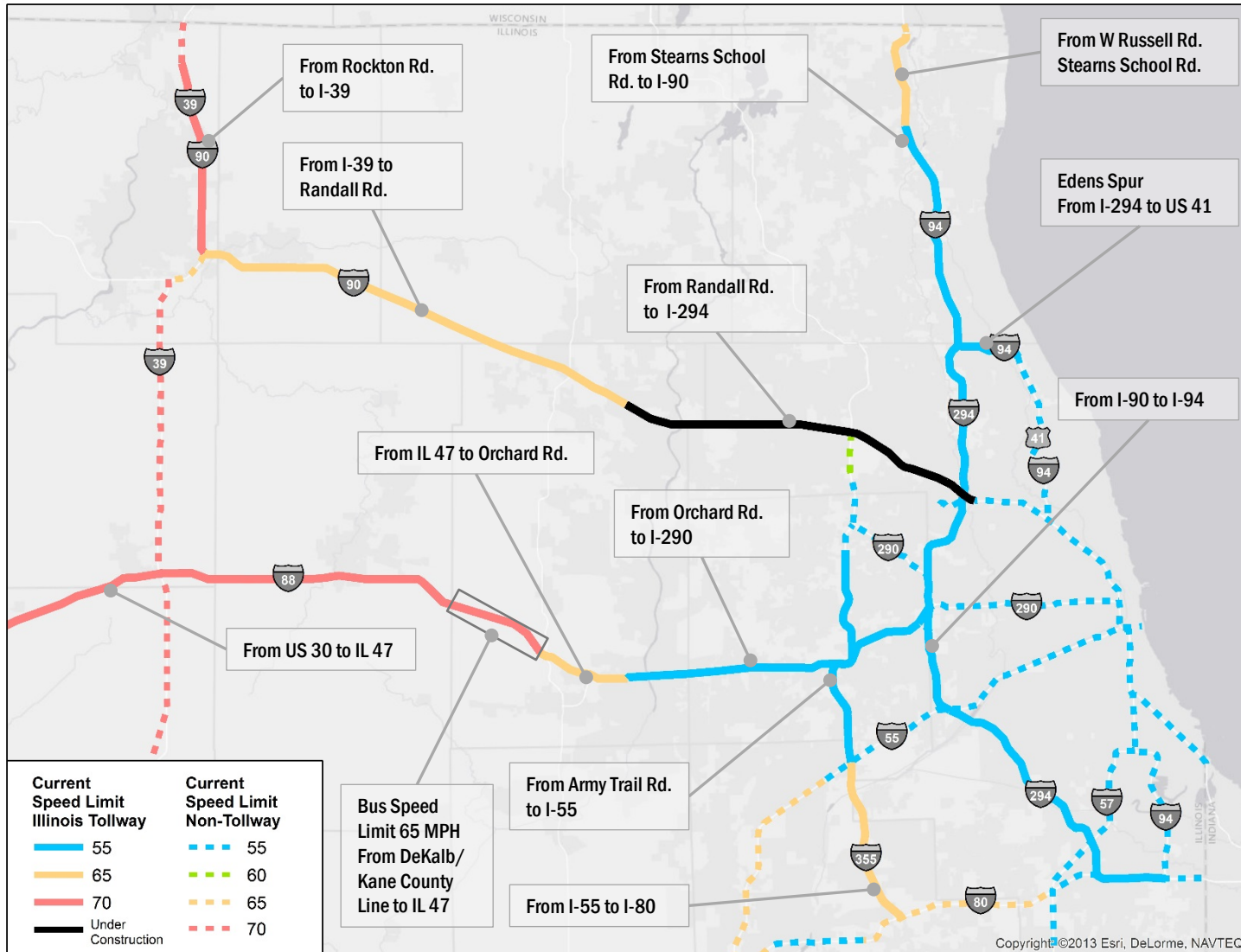
# Appendix

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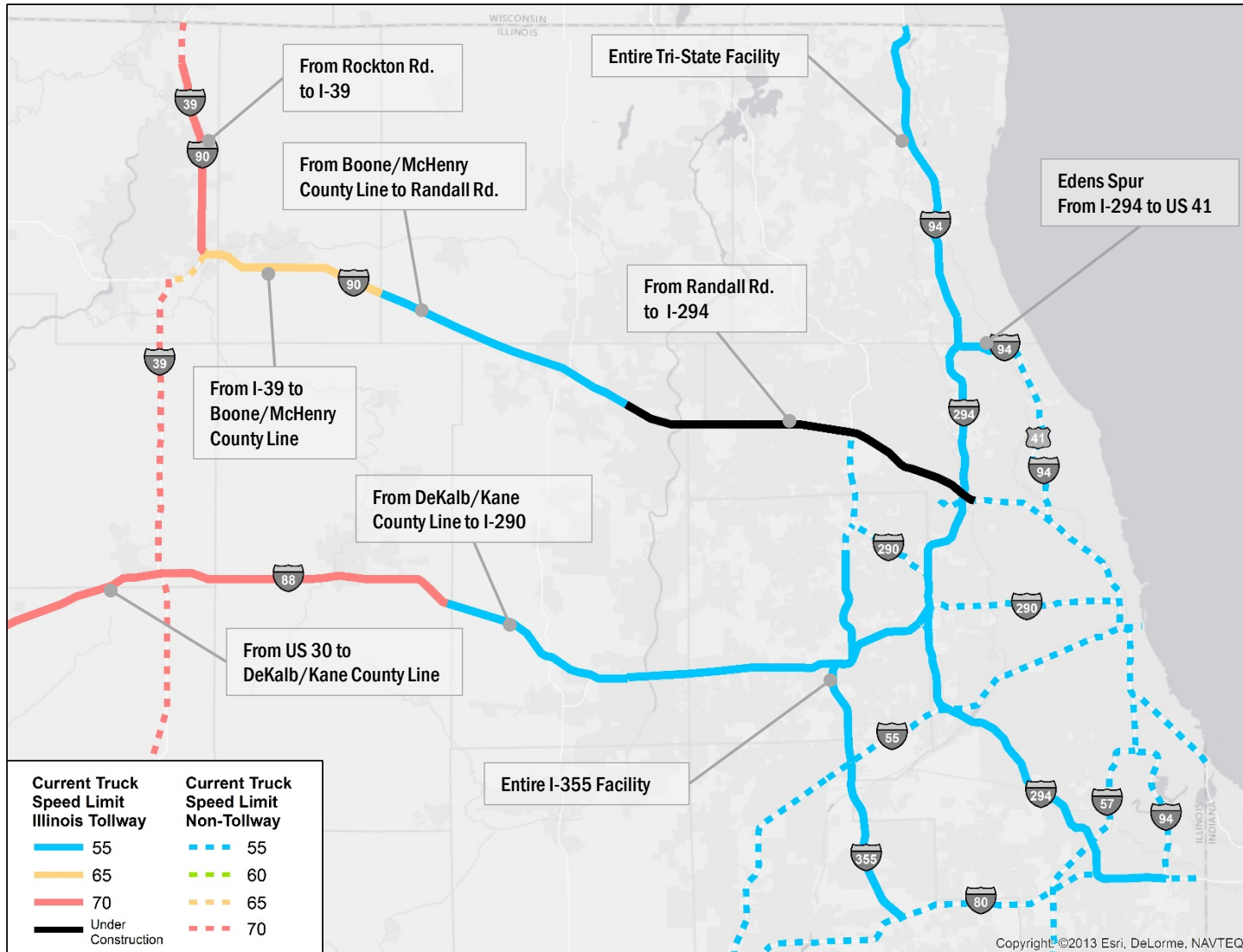
# Design Speeds



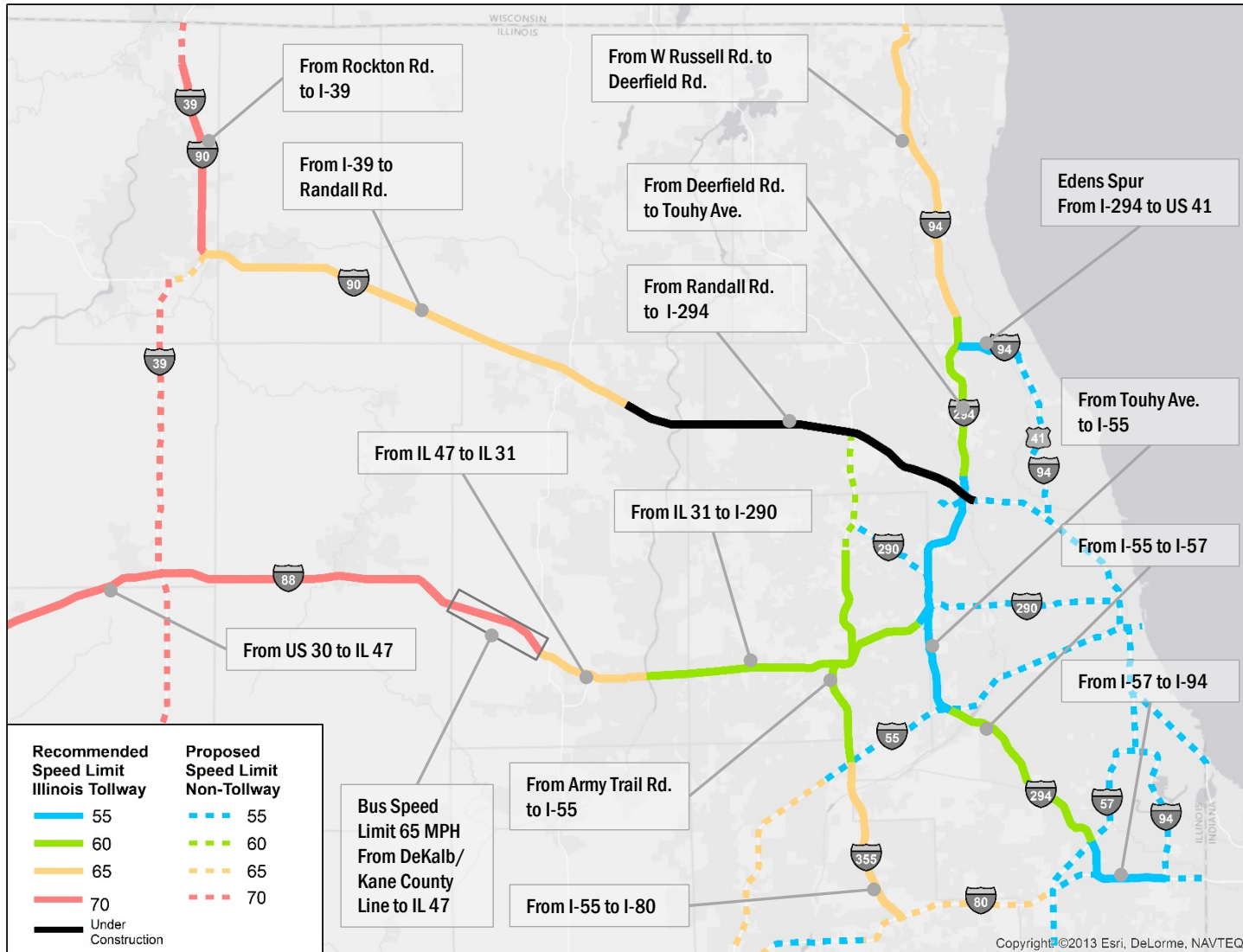
# Current Speed Limit – Cars and Buses



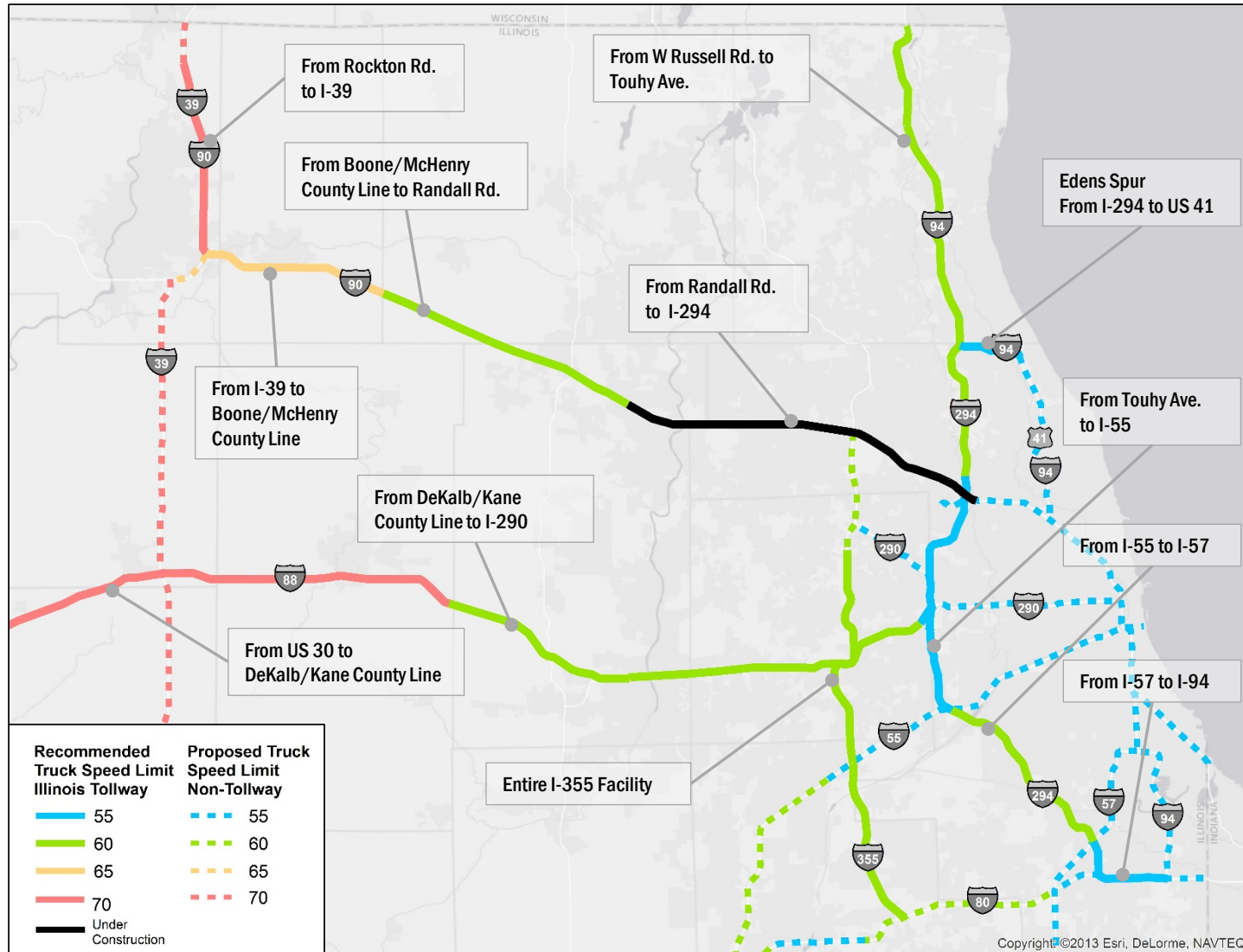
# Current Speed Limit – Trucks



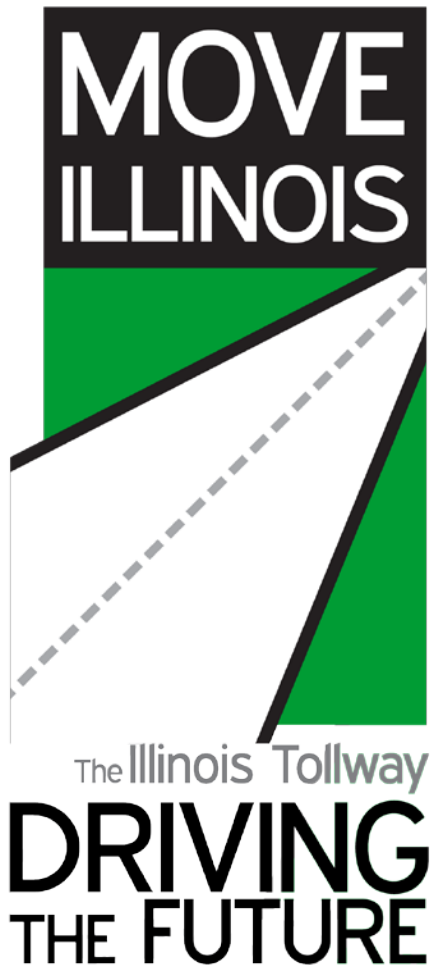
# Speed Limit Recommendations – Cars and Buses



# Speed Limit Recommendations – Trucks







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# Excess Right-Of-Way and Annexation Policy

Customer Service and Planning Committee

March 12, 2015

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# Agenda

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- ▶ **Excess right-of-way authorization**
- ▶ **Review of other agencies**
- ▶ **Overview of proposed policy**
  - ▶ Excess right-of-way
  - ▶ Annexation
- ▶ **Policy considerations discussion**
- ▶ **Next steps**

# Excess Right-Of-Way Authorization

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- ▶ **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

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- ▶ **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 as outlined in Toll Highway Act and Trust Indenture**

# Review of CSP Committee Input

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- ▶ **Discussion of “public purpose”**
- ▶ **Concern for long-term impact and land use restrictions**
- ▶ **Balance interests of Tollway opportunities to lease or sell**
  - ▶ Income producing opportunities
  - ▶ Accommodating to other public entities
  - ▶ Prioritize interests – financial or otherwise
- ▶ **Need to be flexible and provide a framework for future decisions**
- ▶ **Best serve the needs of Tollway customers, bondholders and community**

# Overview of Other State Agencies

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## Agencies Researched

- ▶ California Surplus Property Sales
- ▶ Delaware DOT
- ▶ Florida DOT
- ▶ Illinois DOT and CMS
- ▶ Indiana DOT
- ▶ Michigan DOT
- ▶ Missouri DOT
- ▶ New Jersey DOT
- ▶ New York DOT (Surplus Property Unit)
- ▶ Oregon State Surplus Property Program
- ▶ Tennessee DOT (Excess Land Office)
- ▶ Texas – North Texas Tollway Authority
- ▶ Wisconsin DOT

## Procedures Incorporated

- ▶ Identification of excess right-of-way
- ▶ Information required from requestor
- ▶ Preliminary/informal review
- ▶ Public use and sale
- ▶ Former owner/adjacent property owner consideration
- ▶ Flexibility/optional procedures
- ▶ Long-term protective measures
- ▶ Annexation
- ▶ Formal approval and disposal process

# Policy Considerations and Discussion

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- ▶ **Multi-step excess review process**
  - ▶ Initiated by requestor or staff
    - ▶ Proactive staff evaluation during project development
    - ▶ Outline of information to be submitted to assist review
  - ▶ Informal review
  - ▶ Formal review committee
- ▶ **How will excess land be used**
  - ▶ Requesting party to specify intent and future use
  - ▶ Protect long-term impact to Tollway
  - ▶ Public use
    - ▶ To be held in public interest
    - ▶ Future private development
- ▶ **Economic impact and tax generation analysis**
  - ▶ Define public benefit

# Policy Considerations and Discussion (ctd.)

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- ▶ **Consideration for prior owners and adjacent and contiguous property owners**
  - ▶ Opportunity to complete a direct sale rather than bid
- ▶ **Financial consideration (private)**
  - ▶ Fair market value
- ▶ **Financial consideration (public sale)**
  - ▶ Fair market value
  - ▶ Exchange of property
  - ▶ Other terms as recommended
- ▶ **Public notification process for sealed bids**
- ▶ **Formal approval and disposal process**
  - ▶ Board review and approval



# Future Policy Considerations Discussion

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## Annexation requests

- ▶ **Annexation of Tollway property**
  - ▶ Tollway must volunteer/agree to annexation
  - ▶ Tollway cannot be forced to be annexed
  - ▶ Guidelines and criteria for Tollway to agree to be annexed
  
- ▶ **Annexation Considerations**
  - ▶ Consideration of rationale of annexation
    - Economic development
    - Community expansion
  - ▶ Consideration and concurrence of neighboring communities
  - ▶ Should the Tollway seek compensation for annexations?
    - Financial or in-kind service fee waivers (emergency services, utilities, etc.)

# Proposed Policies: Voice Your Opinion

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- ▶ **The Tollway regularly seeks public comment via email, mail or in-person on proposed policies to ensure that the interests of those impacted by Tollway decisions have been considered**
- ▶ **Staff and the Board will review the comments, post their responses online and then revise the proposed policy, as necessary**

*Note: This process is for committees that generally meet every other month.*

# Next Steps

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- ▶ **Seek public comment on proposed policy**
- ▶ **Engage stakeholder discussion**
  - ▶ Local communities
  - ▶ Counties
- ▶ **Extended review period**
  - ▶ Recommend 60-day review period
- ▶ **Review comments with Customer Service and Planning Committee**
- ▶ **Anticipated revised final policy mid-2015**



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**THANK YOU**

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# Appendix

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# Disposal of Excess Right-Of-Way

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- ▶ **Potential parameters for disposal consideration**
  - ▶ Existing Tollway use
  - ▶ Size and location of parcel
  - ▶ Future land use
  - ▶ Surrounding zoning/land use
  - ▶ Market demand
  - ▶ Tax benefit
  - ▶ Assemblage of properties
  - ▶ Other factors affecting marketability
  - ▶ Traffic and toll revenue
  - ▶ Others???
  
- ▶ **If governmental entity expressed interest**
  - ▶ Fair market value
  - ▶ Exchange of property
  - ▶ Other terms as recommended