



## Record of Meeting | April 24, 2017

The Illinois State Toll Highway Authority (the “Tollway”) held the regularly scheduled Customer Service & Planning Committee Meeting on Monday, April 24, 2017 in the Boardroom of 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 2:31 p.m. inviting attendees to rise and join in the Pledge of Allegiance. Chairman Schillerstrom then asked the Board Secretary to call the roll, those Directors present and absent being as follows:

Committee Members Present:
Committee Chair Bob Schillerstrom
Director Jim Banks
Director Craig Johnson
Director Neli Vazquez Rowland ( <i>entered 2:44 p.m.</i> )

Committee Members Not Present:
Director Sweeney

The Board Secretary declared a quorum present.

## Public Comment

Committee Chair Schillerstrom opened the floor for public comment.

The following members of the public expressed concerns about the potential widening of the central Tri-State Tollway (I-294) and requested process transparency:

- Al Knuth, Oak Brook, Illinois
- Stan Papuya, Oak Brook, Illinois
- John Hagan, Western Springs, Illinois
- Katherine Gargano, Village Manager of Hinsdale, Hinsdale, Illinois



- James Degerstrom, Oak Brook, Illinois
- Joseph Scrappo, Oak Brook, Illinois
- Tim Mlsna, Oak Brook, Illinois
- John Baar, Village of Oak Brook Board of Trustees, Oak Brook, Illinois
- Michael McMahan, President of York Woods Community Association, Oak Brook, Illinois
- Chris Owens, Oak Brook, Illinois.

[Director Vazquez Rowland entered the Meeting at approximately 2:44 p.m.]

Additionally, Mike Sturino, President and CEO of the Illinois Road and Transportation Builders Association, addressed the Committee. Mr. Sturino applauded the leadership of the Governor and Tollway Board for their foresight in advancing enhancements to the *Move Illinois* Central Tri-State Tollway (I-294) Project. He contended that the Project enhancements proposed will bring appreciable benefits to the region.

### Committee Chair's Items

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*Item 1: Approval of the Minutes of the Regular Customer Service & Planning Committee Meeting held on March 13, 2017.*

Committee Chair Schillerstrom called for a motion to approve **Committee Chair's Item 1**, the Minutes of the regular Customer Service & Planning Committee meeting held on March 13, 2017, as presented. Director Banks made a motion for approval; seconded by Director Johnson. Committee Chair Schillerstrom asked if there are any questions, concerns or requests for amendment. Hearing nothing, Committee Chair Schillerstrom called for a vote. The motion was PASSED unanimously.

### Executive Director

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**Tollway Chloride Offset Program:** Executive Director Bedalov informed the Committee that to satisfy permit conditions of *Move Illinois* construction projects, the Tollway is required to develop and implement a chloride-offset program to mitigate new chloride loadings to waterways along these corridors. He then introduced Bryan Wagner, Environmental Policy & Program Manager, to provide for the Committee a presentation on the issues of chlorides and the Tollway's efforts to offset their impacts. [See attached presentation.](#)

Director Johnson expressed concern that new efforts to reduce chlorides not result in diminished effectiveness from current de-icing and snow removal methods. Mr. Wagner responded that the



agency continues to prioritize the safety and efficiency of travel on the System. He advised that through the efficient use of liquid chloride products, a balance can be maintained which allows reduced application rates of rock salt while maintaining current high service levels.

Director Vazquez Rowland inquired about chloride testing performed and whether there is potential for impact to local drinking water. Mr. Wagner advised that the bulk of Illinois water withdrawal comes from Lake Michigan. He further responded that regional watershed groups test specific waterways for which they advocate and that he is examining conducting research on the effects of chlorides on shallow aquifers.

**Video Tolling and Collections:** Executive Director Bedalov introduced Kevin Artl, Chief Operating Officer, to provide an overview of potential improvements to I-PASS toll collection operations and ways to maximize revenue collection. [See attached presentation.](#)

Director Johnson expressed support for the testing proposed of customer behavior to alternative transponder deposit tactics and asked if it will be completed prior to introducing a video tolling charge. Mr. Artl responded affirmatively, clarifying that the testing, and likely development of a partial-amnesty program, are to be concluded in advance of a video tolling charge.

**Recommended Alternative: Central Tri-State Tollway (I-294):** Executive Director Bedalov introduced Aimee Lee, Senior Manager of Strategic Planning, to provide an overview of research staff has conducted and to present an alternative concept that would achieve long-term value for an investment into the Central Tri-State Tollway (I-294). [See attached presentation.](#)

## Items for Consideration

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### Business Systems

*Item 1: Approval of Video Tolling and Toll Violation Settlement Guidelines.*

Committee Chair Schillerstrom called for a motion to approve placement of **Business Systems Item 1**, authorizing staff to modify debt collection processes and seek necessary approvals required to amend the Tollway's current administrative rules related to V-tolling, as presented, on the full Board agenda with the Committee's recommendation for approval. Director Johnson made a motion for approval; seconded by Director Vazquez Rowland. Chairman Schillerstrom asked if there are any questions, concerns or requests for discussion.



Director Johnson asked if Committee members will be updated on results of the testing to be performed of customer behavior to alternative transponder deposit tactics. Chairman Schillerstrom responded affirmatively.

Hearing nothing further, Chairman Schillerstrom called for a roll call on the pending motion, the vote of yeas and nays being as follows:

Yeas: Director Johnson, Director Vazquez Rowland, Director Banks, Chairman Schillerstrom (4)

Nays: None (0)

The motion was PASSED.

### **Engineering / Planning**

*Item 1: Approval of modifications to the Move Illinois Program reflecting changes to the Central Tri-State Project.*

Chairman Schillerstrom called for a motion to approve placement of **Engineering / Planning Item 1**, which provides authorization to modify the *Move Illinois* Program reflecting changes to the Central Tri-State (I-294) Project, as presented, on the full Board agenda with the Committee's recommendation for approval by the Board. Director Vazquez Rowland made a motion for approval; seconded by Director Banks. Chairman Schillerstrom asked if there are any questions, concerns or requests for discussion.

Director Johnson encouraged those who have concerns about the widening of the central Tri-State Tollway (I-294) to be active participants in the planning process. He commended the agency's efforts to address stakeholder concerns during prior capital program projects and pledged the Board's commitment to ensuring similar efforts are made on the Central Tri-State (I-294) Project.

Hearing nothing further, Chairman Schillerstrom called for a roll call on the pending motion, the vote of yeas and nays being as follows:

Yeas: Director Vazquez Rowland, Director Banks, Director Johnson, Chairman Schillerstrom (4)

Nays: None (0)

The motion was PASSED.

### **Adjournment**



There being no further business before the Committee, Committee Chair Schillerstrom called for a motion to adjourn. Director Vazquez Rowland made a motion to adjourn; seconded by Director Banks. Committee Chair Schillerstrom called for a vote. The motion was PASSED unanimously.

The Meeting was adjourned at approximately 3:58 p.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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# Illinois Tollway Chloride Offset Program



Presented by the Illinois Tollway  
Environmental Unit  
April 2017

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# Agenda



## Environmental regulations

- Clean Water Act (CWA) uses designations and stream condition assessments

## Environmental permitting

- CWA Section 401 Water Quality permits
- National Pollutant Discharge Elimination System permit

## Moving forward

- Expand our toolbox to gain regulatory compliance

# Environmental Regulations

## General-use water quality standard for chlorides

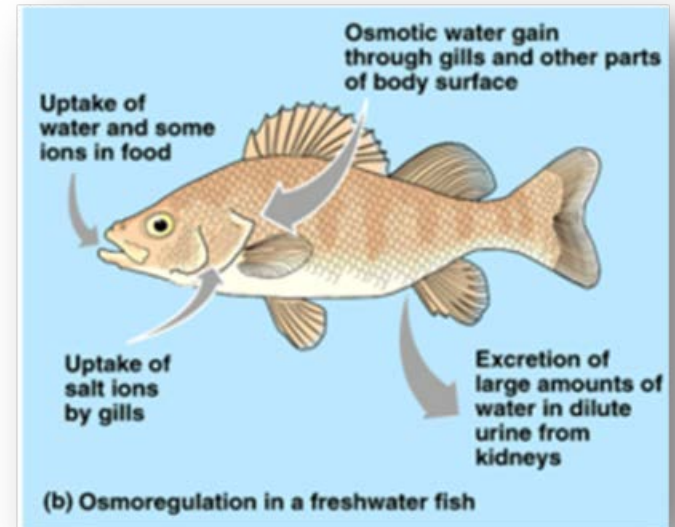
- Not to exceed 500 mg/L (~1 tsp/5 gal)

## Impaired waters

- Waters that are too polluted or otherwise degraded to meet water quality standards

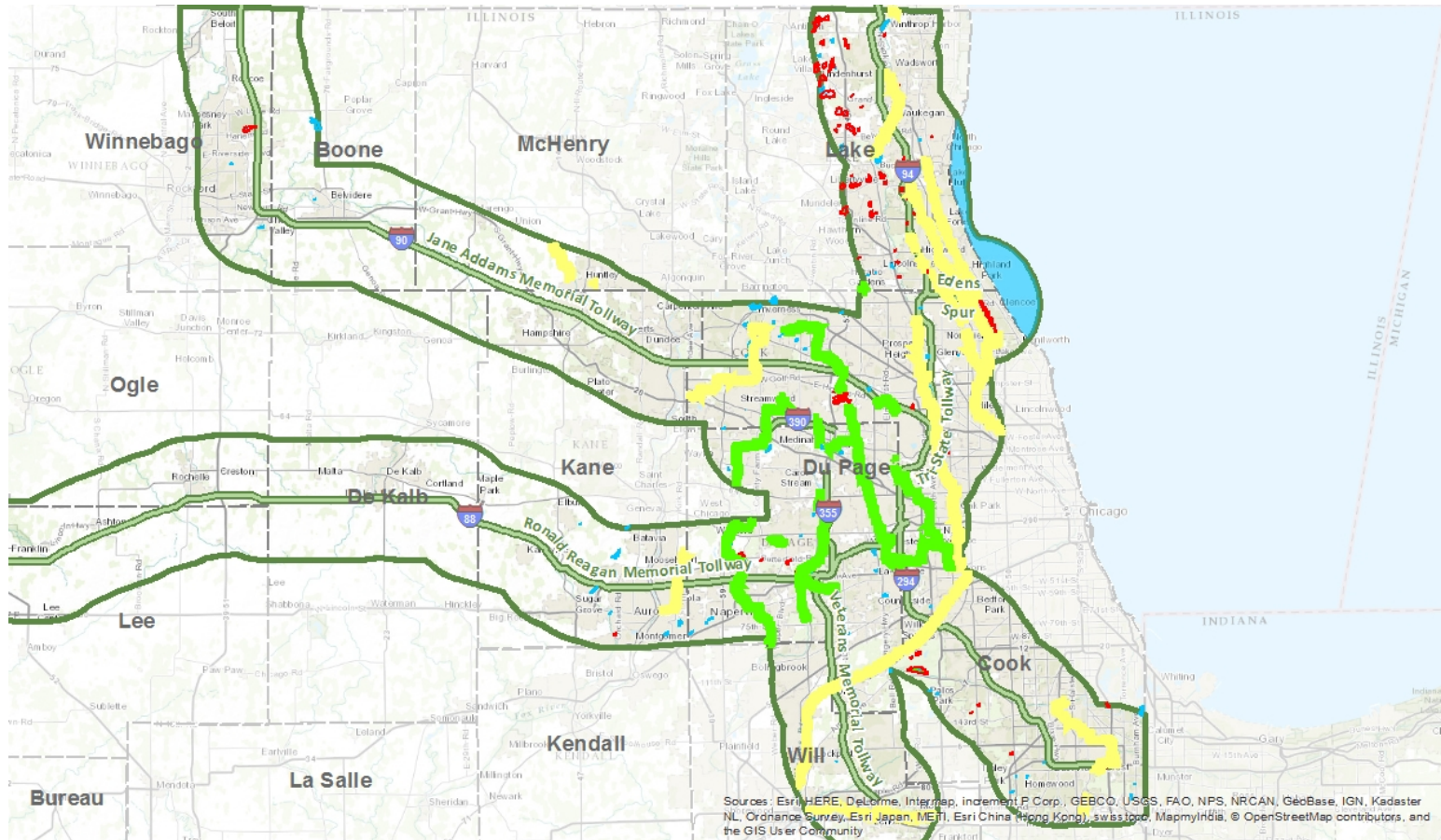
## Total maximum daily loads

- Pollution budget that includes calculation of maximum amount of a pollutant that can occur in a waterbody and allocates the necessary reductions to one or more pollutant sources





# Chloride Affects On Local Area Stream



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# Environmental Permitting

## Clean Water Act Section 401 Water Quality permits

### Elgin O'Hare Western Access Project permit conditions

- Offset 4,860 tons per year of salt with local communities

### Jane Addams Memorial Tollway (I-90) eastern segment permit conditions

- Offset 572 tons per year of salt with local communities

### National Pollutant Discharge Elimination System permit

- Monitoring for pollutants associated with a TMDL



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# Our Expanded Toolbox

## Current efforts

- Participate in watershed groups
- Provide internal staff updates and trainings
- Annual facility inspections



## New efforts

- Pursue time-limited water quality standard (TLWQS)/water quality variance for chloride
- Pursue seasonal general-use water quality standards

# Our Expanded Toolbox

## Tools

- De-icing
  - Preventing the bonding of ice to pavement
- Pre-wetting
  - Application of a liquid chloride product to rock salt
  - Reduces loss by 30 percent
  - Mobile brine makers



## Possible expansion

- Anti-icing
  - Application of a liquid chloride product to the pavement prior to a storm event



**Thank you**

**Questions**

**Bryan Wagner**

*Environmental Program and Policy  
Manager*

# Video Tolling and Collections

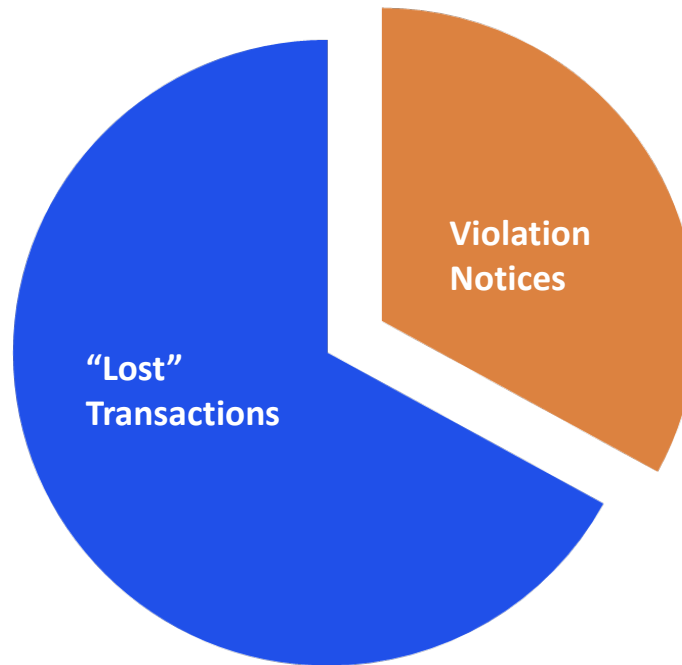
April 24, 2017



# Toll Revenue Challenges

## Two-thirds of leakage is not pursuable

- 40 percent represents aged transactions (violators must have three violations in one year to receive a notice)
- 19 percent represents rejected images (discarded because unreadable or because they are law enforcement and emergency vehicles)
- 6 percent represents transactions for which no violator information is available
- 1 percent represents manual lane transactions (no cameras in manual lanes)



## One-third of leakage is unpaid violation notices

- Key approach
  - Violation notices issued
  - Unpaid notices placed with collection agencies
  - Vehicle registration suspensions for Illinois registered owners
  - Litigation of commercial registered owners for garnishment
- Key exceptions
  - Truck trailer license plates
  - Minnesota license plates



# Toll Revenue Enhancement Initiatives

## Reduce “lost” transactions

✓ Change rules so violators must have only two violations in one year to receive a notice	\$7.0 million
✓ Replace outdated violation cameras on roadway	\$4.0 million
✓ Improve license plate system management	\$0.5 million
<b>Anticipated revenue gain</b>	<b>\$11.5 million</b>

## Increase violation recovery

✓ Enhance toll capture of commercial vehicles	\$12.0 million
✓ Pursue Minnesota license plates	\$1.8 million
✓ Cap number of violations on an initial notice to encourage better violator response	\$1.0 million
✓ Improve account maintenance reminders to I-PASS customers	\$0.5 million
<b>Anticipated revenue gain</b>	<b>\$15.3 million</b>

## Additional key improvements

✓ Charge cash rate for excessive video tolls	\$18.0 million
✓ Improve collection agency rules	\$0.5 million
<b>Anticipated revenue gain</b>	<b>\$18.5 million</b>

**TOTAL anticipated revenue gain: \$45.3 million**





# Toll Revenue Enhancement Option

## Test behavior for revised transponder deposit

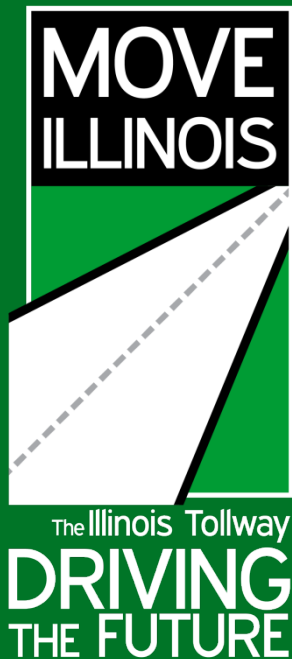
- Identify I-PASS customers with excessive video tolls
- Provide one sub-group free transponders, explaining anticipated future cash rate charges for video tolls
- Provide another sub-group with typical \$10-deposit transponders, explaining anticipated future cash rate charges for video tolls
- Monitor customer response and behavior to determine best approach for introducing a video tolling charge





THANK YOU





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# Reduce Congestion and Repair Central Tri-State Tollway (I-294)

April 24, 2017

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# Tri-State Tollway (I-294) Corridor Overview

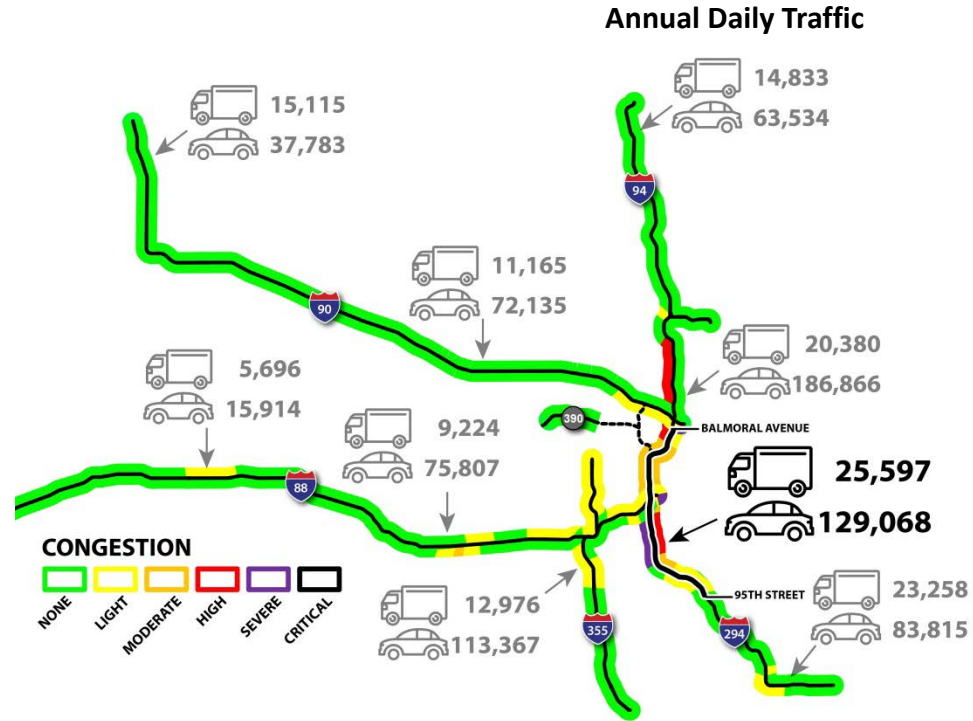
Workhorse of Tollway system

Integral to state and region's economy

Central to transportation network

Major freight corridor

Worst congestion delays on 292-mile Tollway system

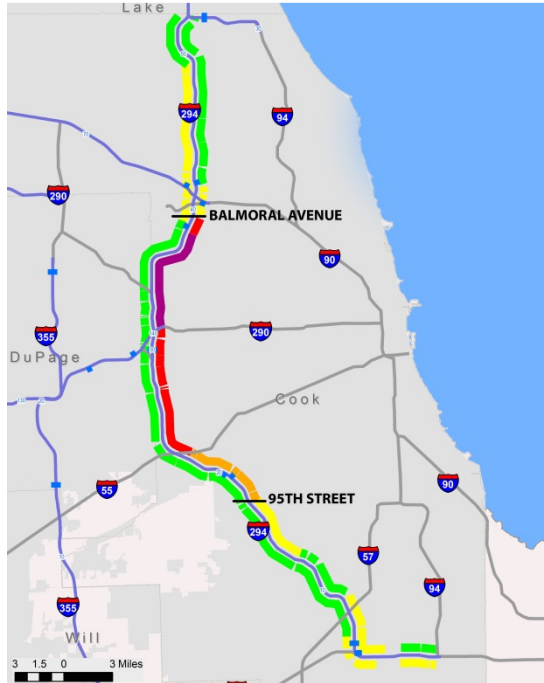


Source: CDM Smith

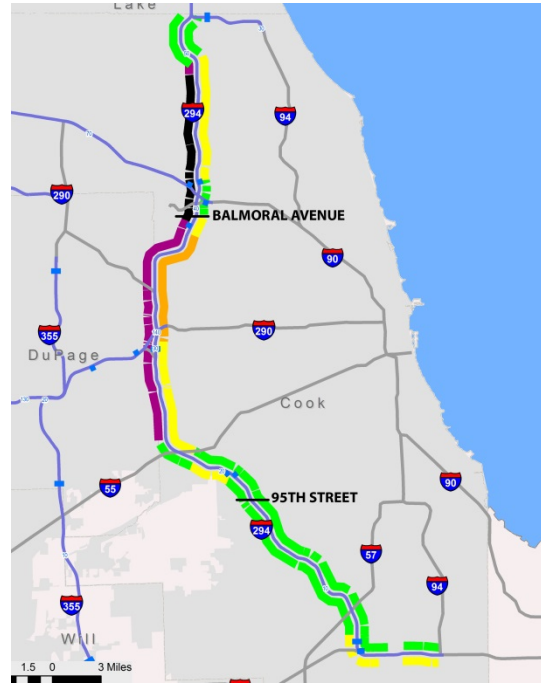


# Current Central Tri-State Congestion

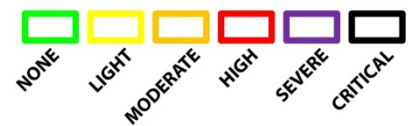
A.M. Peak



P.M. Peak



## CONGESTION



Source: CDM Smith

# Central Tri-State Tollway (I-294) Corridor

95th Street to Balmoral Avenue  
22 miles

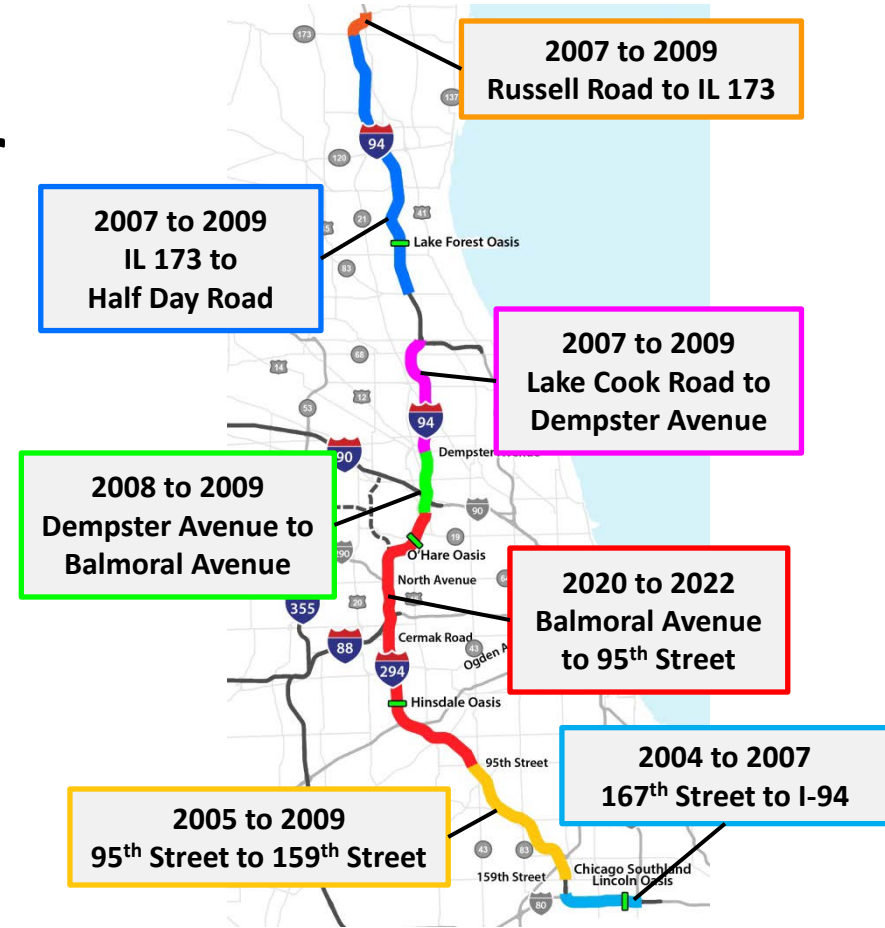
Originally constructed in 1958

Segments of original pavement and  
structures

Patchwork pavement repairs

Currently 4 lanes, 13 interchanges,  
2 oases and 5 toll plazas

Original \$1.9 billion reconstruction  
project part of *Move Illinois* Program,  
anticipated for 2020 to 2022



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# Current Central Tri-State Plan

## *Move Illinois* Program

**2 years and \$1.9 billion**

**Bring the corridor to a state of good repair**

**22 miles of removal and replacement of old pavement**

**Improve Mile Long Bridge and BNSF Bridge**

**Congestion relief unresolved**

**Choke points, bottlenecks and daily backups remain**

**Reconstruction insufficient for current and future travel needs**

**Unaddressed needs of adjacent communities**

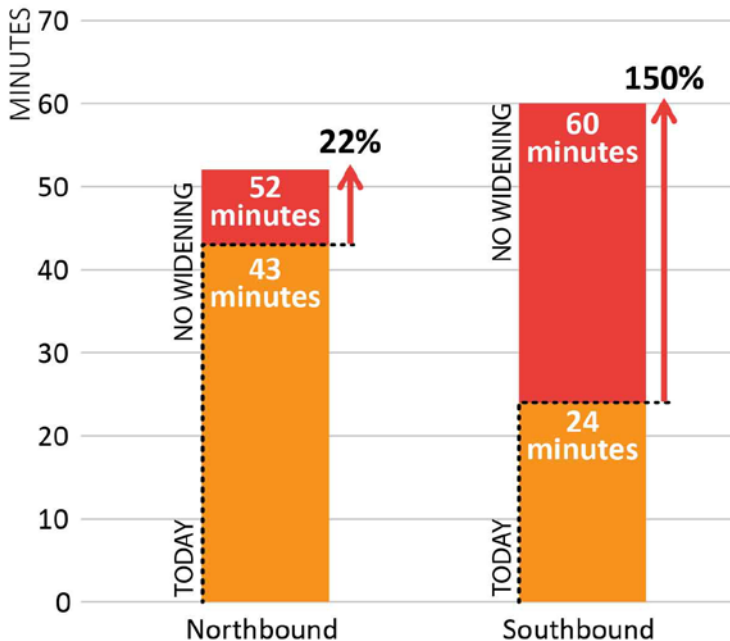
**Unable to achieve long-term value from \$1.9 billion investment**



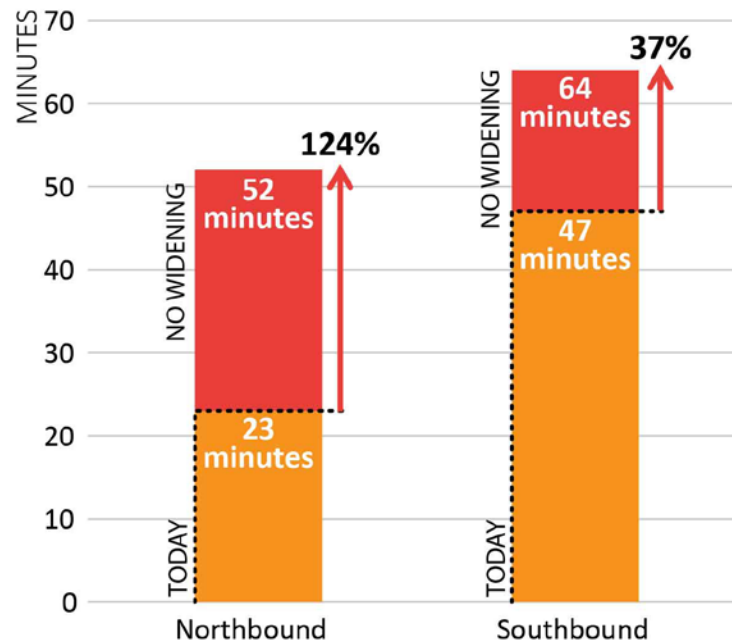
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# Congestion Only Gets Worse

## A.M. PEAK TRIP



## P.M. PEAK TRIP



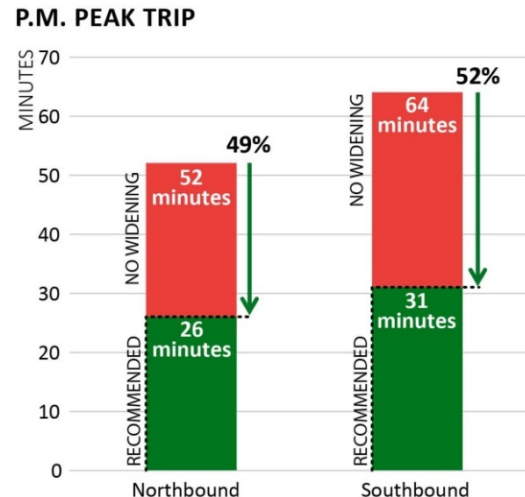
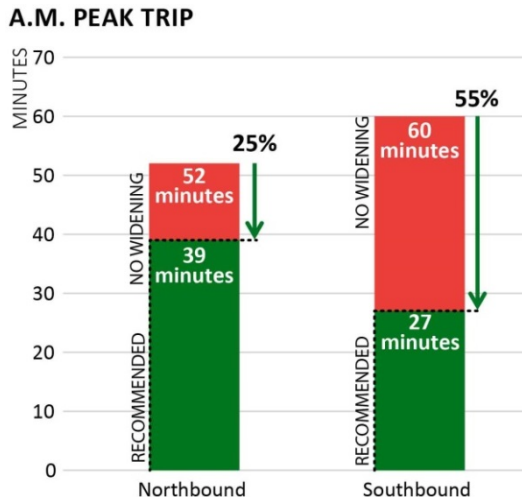
Travel times are related to traveling the full length between Balmoral Avenue and 95th Street. Travel times related to no widening are projected to 2040.

Source: Draft Central Tri-State Master Plan





# Changes Save Commute, Save Time, Reduce Congestion



Source: Draft Central Tri-State Master Plan

## DAILY COMMUTER - TOTAL HOURS (A.M. Northbound and P.M. Southbound)

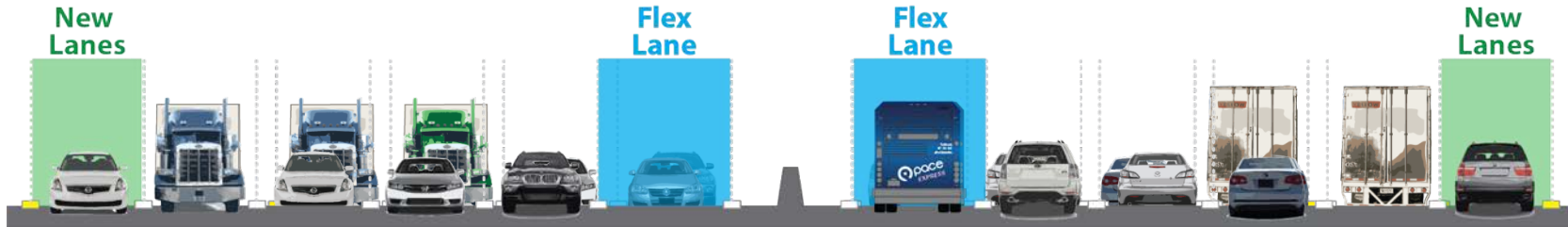


Travel times are related to traveling the full length between Balmoral Avenue and 95th Street. Travel times related to no widening are projected to 2040.



# Solution – Recommended Alternative

## *Everything in the Move Illinois Central Tri-State Program and More*



- Integrate Flex Lanes
- Implement SmartRoad technology
- Widen where needed
- Reconfigure and improve I-290/  
I- 294/I-88 Interchange to address  
bottleneck and congestion
- Improve I-55 Interchange to alleviate  
congestion
- New Interchanges to improve local  
access
- Address local concerns regarding  
noise, aesthetics and quality of life
- New truck parking and freight access  
opportunities
- Regional stormwater improvements
- State of good repair corridorwide

# Benefits of Recommended Alternative

25% - 55% shorter peak travel times

Travel speed increases from 24 mph to 45 mph during peak periods

Increase safety and reliability

Flex Lane to improve operations and safety

Provide for transit option

Robust power and data to support future technology



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# Regional Benefits of Recommended Alternative

**\$330 million annual savings from reduced travel delays**

**Create or sustain as many as 43,000 jobs**

**Support regional transportation solutions**

**Opportunities for economic development throughout the corridor**

**Partnership opportunities with local agencies and communities**

**Provide local road congestion relief**

**Freight solutions for industry growing needs**

**Reduced delays in freight movements and increased reliability**

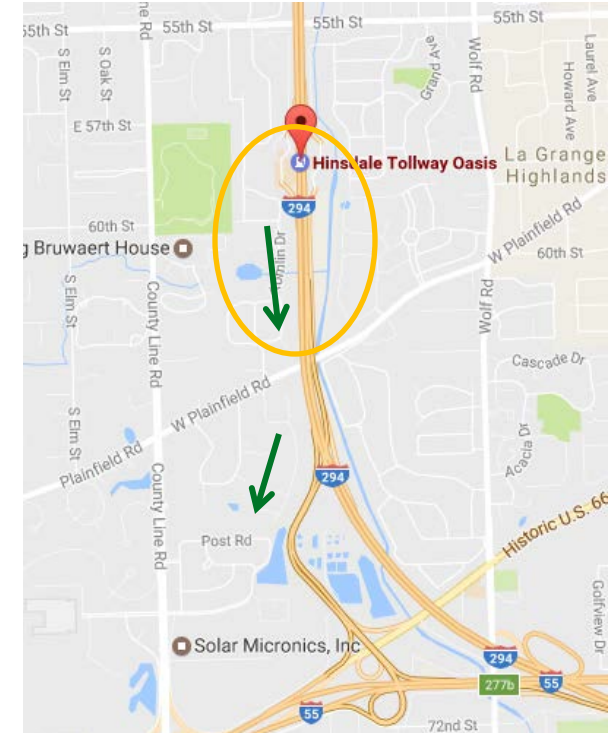
**Regional stormwater solutions for economic development**



# Major System Interchange Improvements



# Major System Interchange Improvements



Presented by Aimee Lee on April 24, 2017



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# Project Financing

Amount	Source
<b>\$1.9 billion</b>	Original allocated amount in <i>Move Illinois</i> Program
<b>\$0.16 billion</b>	Revenue in excess of what was expected for 2013 through 2016.
<b>\$0.24 billion</b>	Additional revenue provided based on current projections from 2017 through 2025 relative to estimates made at the start of <i>Move Illinois</i> .
<b>\$0.28 billion</b>	Less debt service costs for <i>Move Illinois</i> for 2012 through 2023 than planned in 2013.
<b>\$0.12 billion</b>	Revenue expected to be generated between 2018 and 2025 via a new v-toll fee which will encourage transponder use and improve toll collection efficiency.
<b>\$1.3 billion</b>	Additional bonding in 2023 and 2024 allowed because of incremental revenue from additional lanes on the Central Tri-State, v-toll fee and lower debt service for bonds already issued. Tollway debt service coverage will remain above 2.0 for all years.
<b>\$4 billion</b>	<i>(with no toll increase)</i>



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# Next Steps

- Board discussion and approval
- Procure design contracts
- Establish community and stakeholder working groups
- Continue individual community briefings and coordination and public outreach
- Coordinate with railroads, utilities, businesses and other agencies
- Continue to collaborate with partners on major system Interchanges
- Advance work to begin as early as 2018



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# THANK YOU