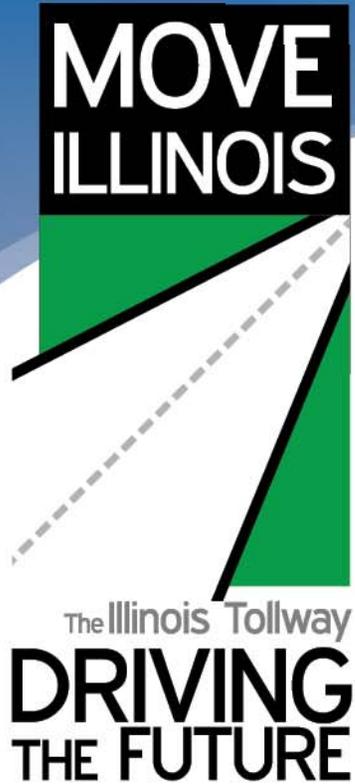


Illinois Route 53/120 Project



Finance Committee

**Meeting Eleven
March 12, 2015**

Lake County Central Permit Facility



Today's Agenda

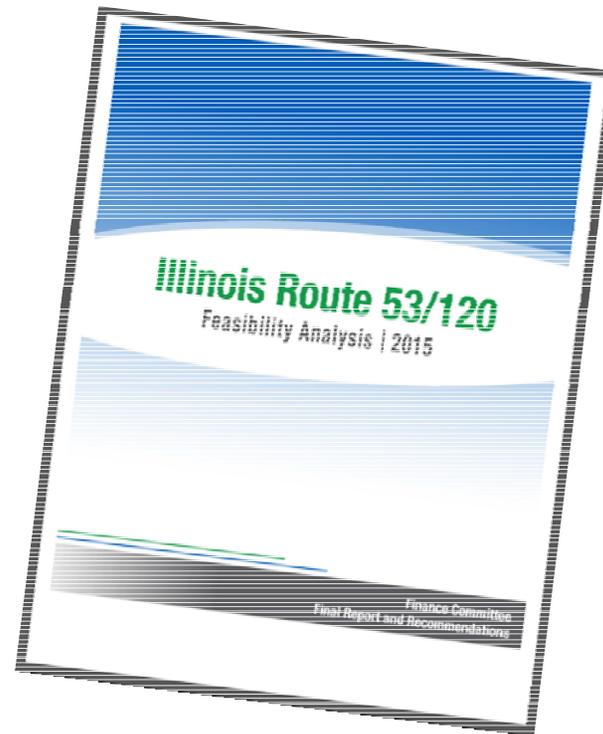
- **Recap Meeting #10, January 20, 2015**
- **Discussion of comments and revisions to the draft report**
 - ▣ Questions about future public involvement opportunities if project moves forward
- **Consideration to finalize report**
- **Public comment**

Recap from Previous Meeting

- **January 20, 2015 – Reviewed recommendations from the Final Report**
 - Summary of all meetings
 - Six financing recommendations
 - Two future action items
 - Complete package generates \$745 million to \$993 million toward project

Final Report and Recommendations

- Revisions made based on input from
 - CMAP staff
 - Village of Hainesville
 - IDOT staff
 - Lake County
 - Liberty Prairie Foundation



Highlights of Report Comments

- **Executive Summary**
 - ▣ Expanded opening section
 - ▣ Sustainable transportation fund – amended the description to provide clarity
 - ▣ Incorporated statement to prioritize U.S. Route 41 corridor improvements in relation to use of new fuel tax revenues
 - ▣ Revised closing with more articulated next steps

Highlights of Report Comments (continued)

- **Section 1.0 Background and Introduction**
 - ▣ Revisions made to strengthen and clarify existing narrative

Highlights of Report Comments (continued)

- **Section 2.0 Finance Committee Process**
 - Revisions made to strengthen and clarify existing narrative
 - Revised formatting
 - Table 1, Finance Committee Membership
 - Information added to indicate non-voting members

Highlights of Report Comments (continued)

- **Section 3.0 Project History**
 - ▣ Edits were made to be more precise and/or more accurate about historical statements

Highlights of Report Comments (continued)

- **Section 4.0 Need for Project**
 - Revisions made to strengthen and clarify existing narrative
 - Figure 1, Lake County Traffic Congestion
 - Amended figure to show deficient routes in 2040 if Illinois Route 53/120 Project is not completed
 - Previous figure showed existing conditions not 2040
 - Revisions made to text, reflecting modification to Figure 1

Highlights of Report Comments (continued)

- **Section 5.0 A New Look at Project Benefits**
 - Other revisions made to strengthen and clarify existing narrative
 - Deleted Figure 2
 - Previous figure showed changes in traffic volumes
 - Related text amended, remaining figures re-numbered
 - Table 4, Examples of Travel Time Savings
 - Included trip information from Hainesville to Schaumburg



Highlights of Report Comments (continued)

- **Section 6.0 Assessing Project Scope and Cost**
 - Figure 3, Project Location Map
 - Removed potential interchange locations
 - Locations will be determined in a future phase of the project
 - Table 5, Feasibility Analysis Cost Estimate
 - Revised to incorporate BRAC innovations into general cost categories
 - Added separate line item for Environmental Restoration and Stewardship Fund (ERSF)
 - Table 6, Cost Estimate of BRAC Innovations
 - Table was removed and information added to Table 5
 - Other revisions made to strengthen and clarify existing narrative



Highlights of Report Comments (continued)

- **Section 7.0 Establishing the Project Funding Gap**
 - ▣ Revisions made to strengthen and clarify existing narrative



Highlights of Report Comments (continued)

- **Section 8.0 Finance Committee: Funding Options and Findings**
 - Section 8.3.2, Tolling Strategies along I-94 in Lake County
 - Added a sentence regarding the recommended alternate strategy
 - Section 8.3.5, Incorporated statement to prioritize U.S. Route 41 corridor improvements in relation to use of new fuel tax revenues
 - Revisions made to strengthen and clarify existing narrative



Highlights of Report Comments (continued)

- **Section 9.0 Final Recommendation**
 - Section 9.1.b, Incorporated statement to prioritize U.S. Route 41 corridor improvements in relation to use of new fuel tax revenues
 - Additional text was included to add more clarity and to better ensure municipal involvement in the next steps:
 - Section 9.5 (Allocation of funding)
 - Section 9.7 (Legislative action required) and
 - Section 9.8 (Continued stakeholder commitment and involvement)
 - Other revisions made to strengthen and clarify existing narrative



Highlights of Report Comments (continued)

- **Attachment A: Environmental and Restoration Stewardship Fund Guiding Principles**
 - ▣ Working group funding recommendations included

DISCUSSION

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PUBLIC COMMENTS

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THANK YOU!

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