LONGMEADOW PARKWAY
TOLL BRIDGE
TASK FORCE

June 23, 2010

Project History

- 1990 - Fox River Bridge Advisory Committee formed to comprehensively study over twenty (20) potential new bridge crossings of the Fox River

- 1991 - ISTEA (Federal Transportation Bill) funded bridge study to evaluate the potential Fox River bridge crossings; nine (9) were selected to be evaluated by completing an Environmental Impact Statement (EIS)

- 2002 - EIS resulted in three (3) new Fox River Bridge Corridors
  - Longmeadow Parkway, Stearns Rd and IL 56/Oak received approval from Federal Highway Administration (FHWA)
  - FHWA’s Record of Decision concluded that these 3 best addressed the purpose and need, posed the least impacts to the natural and human environment, and were eligible for Federal Highway funding
Project Proposal Description

- Longmeadow Bridge crossing over Fox River
- Corridor ~ 5.6 miles from Huntley Road to IL62

Project Location
Project Status

- Initial corridor studies and EIS completed
- Kane County finalizing Phase I Engineering
- Design approval expected at end of year
- Acquiring Right-of-way with a focus on acquisitions between existing Longmeadow Parkway and IL 62

Project Purpose

- To enhance the Upper Fox Valley transportation network by reducing congestion and providing alternative and more direct routes to serve existing land use through efficient access to central business districts, employment and commercial centers
- Economic Development / Job Creation
**Project Need**

- No new Fox River bridges in Upper Fox Valley since the I-90 tollway extension in 1950’s
- Population on the west side of the Fox River has increased ten fold since the 1980’s
- Population increase continues to congest the only three regional bridge crossings over the Fox River: I-90, IL 72, and IL 62
- Carpentersville Main Street bridge carries regional traffic through neighborhoods with impacts on the east side of the Fox River

**Funding Needs**

- Remaining unfunded items: E2, portion of ROW, Const, & E3
- Transportation funding is very limited and competitive
- Due to the limited availability of Federal, State and Local funds, toll bridge facilities are becoming a means to build new bridges
Funding Challenge

- All existing federal funds will soon be obligated
- At a cost of approximately $117 million, constructing a bridge in the Upper Fox Valley will require innovative financing
- Federal and State funding of this magnitude is generally not available
- Toll Bridges, in combination with Federal and State funding, are a possible local solution for funding a new Fox River bridge

Community Support

- Municipalities in the Upper Fox Valley region have supported the Longmeadow Parkway bridge corridor during the past decade by cooperative planning, acquiring right-of-way, and constructing segments of the corridor
- These local governments asked the County of Kane to evaluate the statutory authority to issue toll revenue bonds in order to fund the construction of this bridge in a timely manner
Community Support

- Local governments passed resolutions requesting Kane County consider a toll bridge for the Longmeadow Parkway Bridge Corridor over the Fox River:
  - Village of Algonquin
  - Village of Huntley
  - Village of Barrington Hills
  - Village of Lake in the Hills
  - Village of Carpentersville
  - Village of Sleepy Hollow
  - Village of East Dundee
  - Village of West Dundee
  - Village of Gilberts
  - Village of Hampshire
  - McHenry County

Task Force Objectives

- Statutory authority and requirements
- Preliminary Traffic Projections
- Financial feasibility study of potential user fees and bonding capabilities
- FHWA coordination
- Illinois Tollway coordination
- Bond issuance parameters
- Report of Findings
Statutory Authority
605 ILCS 5/10-301

- County authorized to construct toll bridges
- County Board establishes by ordinance:
  - Tolls (which must be sufficient to pay for costs)
  - Can borrow money for the costs of the bridge and its approaches including acquisition and construction
  - The County may create a toll bridge commission

Preliminary Traffic Projections, Potential User Fees, & Bonding Capabilities

- Opening year traffic forecast for the Full-Build Option (Huntley Road to IL 62) results in 8,780 ADT (TS#3)
- Toll Scenario #3 - $1.50 passenger car toll during peak periods and $1.00 off-peak best supports revenues and trips
- General Obligation Alternate Revenue Bonds with 30-year maturity generate proceeds estimated at $70-75M
FHWA Coordination

- Public Hearing held as required by FHWA to obtain public comment
- Tech Memo submitted to FHWA
- FHWA determined no supplemental EIS is required – Nov 2009

Illinois Tollway Coordination

- ISTHA officials willing to coordinate electronic toll collection system
  - I-Pass supplemented with video tolling
Bond Issuance Parameters

- General Obligation Alternate Revenue Bonds are recommended
- Retired by tolls collected - with security from other revenue sources
- Bonds can pay for all engineering, property acquisition, construction of bridge and approaches, legal, financing, and interest

Report of Findings

Final Report recommends
- I-Pass & video tolling
- Huntley Road to IL 62
- $1.50 car toll during peak periods/$1.00 off-peak
- 2-lane road/4-lane bridge from W. leg of IL 31 to IL 62 at $82M
- G.O. Bond principal amount $70-75M
- Huntley Road to IL 31 at $35M
  - $2.5M STP, $9M State, IF, developer recapture
Task Force Resolution

- Adequate statutory authority
- Preliminary traffic projections are adequate
- Toll bridge is financially feasible using bonds
- Issuance of alternate bonds is appropriate
- FHWA concluded no change to EIS/toll bridge
- Use of federal funds is appropriate
- Tollway indicated I-Pass/video tolling feasible
- Recommends County Board build new toll bridge/approaches funded by alternate bonds

Next Steps / Future TF Activities

- Submit Task Force Resolution to County Board
- Complete Phase I Eng. & Continue ROW acq.
- Seek Federal, State, and other fund sources
- Further investigation of funding alternatives - project staging, cooperative planning, IGA’s
- Execute the Federal Section 129 Agreement
- Execute Agreement with Illinois Tollway